



**Broxtowe
Borough
COUNCIL**

2026 Air Quality Annual Status Report (ASR) for Broxtowe Borough Council

In fulfilment of Part IV of the Environment Act 1995 Local Air
Quality Management

June 2026

Information	Broxtowe Borough Council Details
Local Authority Officer	Kate Ratcliffe
Department	Environmental Health
Address	Council Offices, Foster Avenue, Beeston, Nottingham NG9 1AB
Telephone	0115 9177777
E-mail	health@broxtowe.gov.uk
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Local Responsibilities and Commitment

This ASR was prepared by the Environmental Health Department of Broxtowe Borough Council. Other departments at Broxtowe Borough Council were consulted. This ASR is supported and agreed externally by the following officers and departments:

- ❖ Ellie Jaycock - Transport Planning and Programme Development Place Department, Nottinghamshire County Council
- ❖ Richard Wellings – Bus Policy, Partnership and Major Projects, East Midlands Combined County Authority.
- ❖ Jo Marshall - Public Health and Commissioning Manager, Public Health Adult Social Care and Health, Nottinghamshire County Council

This ASR has been approved by:

Councillor Tyler J Marsh, Portfolio Holder for Environment and Climate Change, Broxtowe Borough Council.	T Marsh
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This ASR has been signed off on behalf of the Director of Public Health and Communities by:



If you have any comments on this ASR, please send them to Kate Ratcliffe at:

Broxtowe Borough Council,
Council Offices,
Foster Avenue, Beeston,
Nottingham,
NG9 1AB.

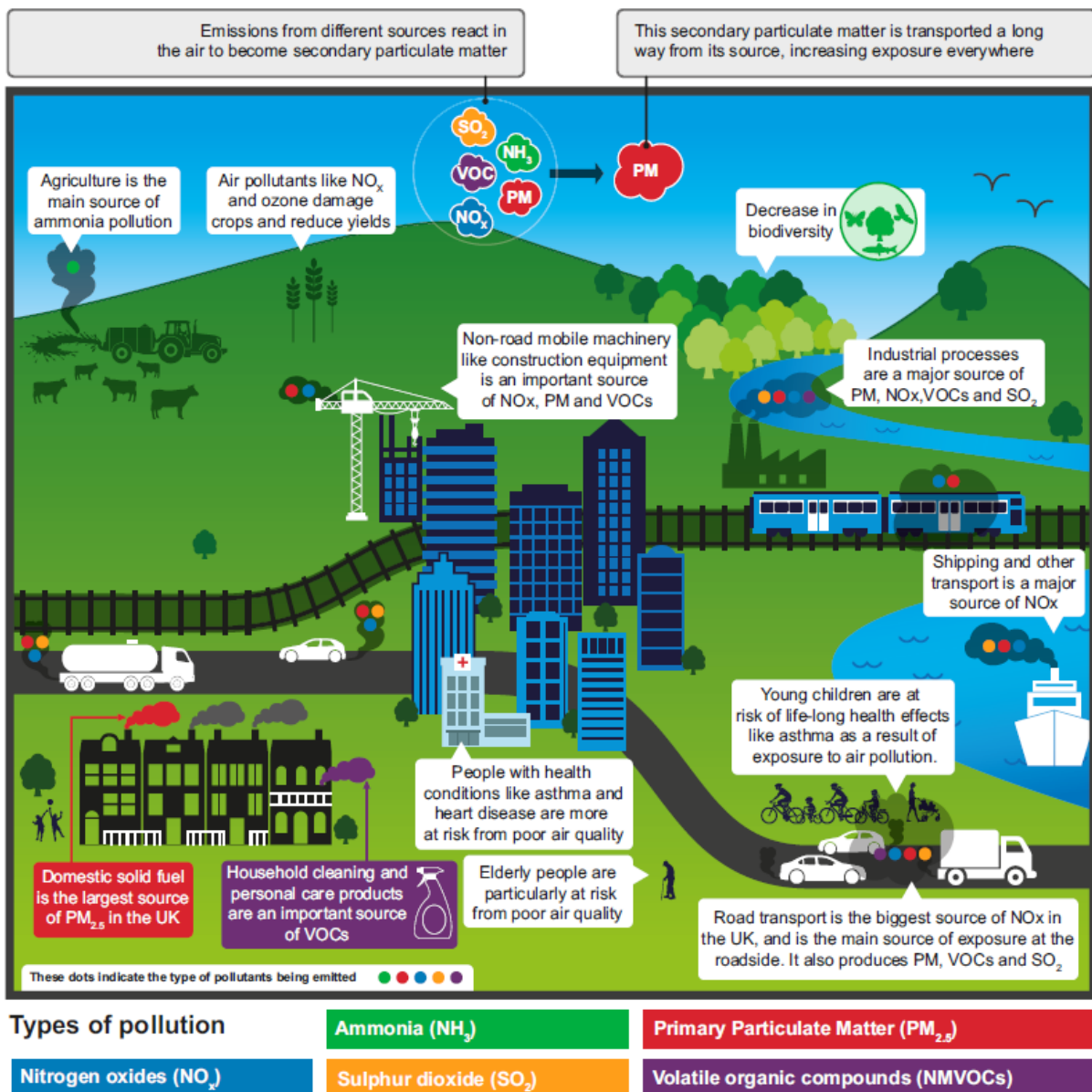
Telephone: 0115 917 7777

Email at: health@broxtowe.gov.uk

Executive Summary: Air Quality in Our Area

What is Air Pollution and where does it come from?

Air pollution is generally defined as any type of particulate (dust) or gaseous substance (e.g. Oxides of Nitrogen) that is emitted into the atmosphere due to the combustion of fuels such as coal, oil, gas, petrol, diesel and the burning of wood or natural gas from domestic central heating boilers or power stations. When these fuels are combusted, they are emitted into the atmosphere, and they affect the air quality within the United Kingdom (UK).



Source – Clean Air Strategy 2019, DEFRA [Clean Air Strategy](#)

Table ES 1 provides a brief explanation of the key pollutants relevant to Local Air Quality Management and the kind of activities they might arise from.

Table ES 1 - Description of Key Pollutants

Pollutant	Description
Nitrogen Dioxide (NO ₂)	Nitrogen dioxide is a gas which is generally emitted from high-temperature combustion processes such as road transport or energy generation.
Sulphur Dioxide (SO ₂)	Sulphur dioxide (SO ₂) is a corrosive gas which is predominantly produced from the combustion of coal or crude oil.
Particulate Matter (PM ₁₀ and PM _{2.5})	Particulate matter is everything in the air that is not a gas. Particles can come from natural sources such as pollen, as well as human made sources such as smoke from fires, emissions from industry and dust from tyres and brakes. PM₁₀ refers to particles under 10 micrometres. Fine particulate matter or PM_{2.5} are particles under 2.5 micrometres.

Poor air quality can affect people's health on a daily basis and can result in premature death. Therefore, it is imperative that poor air quality is recognised as a public health issue and that continual measures are taken to improve the air quality even if the air quality objectives in the UK are being met.

The two main types of air pollution within the United Kingdom are Nitrogen Dioxide (NO₂) and Particulate Matter (PM₁₀ and PM_{2.5}). Therefore, this report will explain the effects of these pollutants on health, the concentration levels within the Borough of Broxtowe and measures that have been, are being and will be taken to improve the air quality within the Borough.

What is Nitrogen Dioxide?

Nitrogen Dioxide is a reddish-brown gas with the chemical formula NO₂. Nitrogen Monoxide is a colourless gas with the chemical formula NO. Collectively NO₂ and NO are known as Oxides of Nitrogen and the chemical formula is NO_x.

As mentioned previously NO_x is emitted into the atmosphere due to the combustion of fuels such as coal, oil, gas, petrol, diesel and the burning of wood or as natural gas from domestic central heating boilers or power stations.

Some sources of NO_x release NO_x in the form of NO₂ into the atmosphere, these are known as primary sources of NO₂, which are mainly emitted from vehicle exhausts.

Another source of NO₂ in the atmosphere is due to a chemical reaction in the atmosphere between NO and Ozone (O₃). This is classed as a secondary source of NO₂. However, if concentrations of O₃ are low near to the source of NO then NO₂ will not be formed.

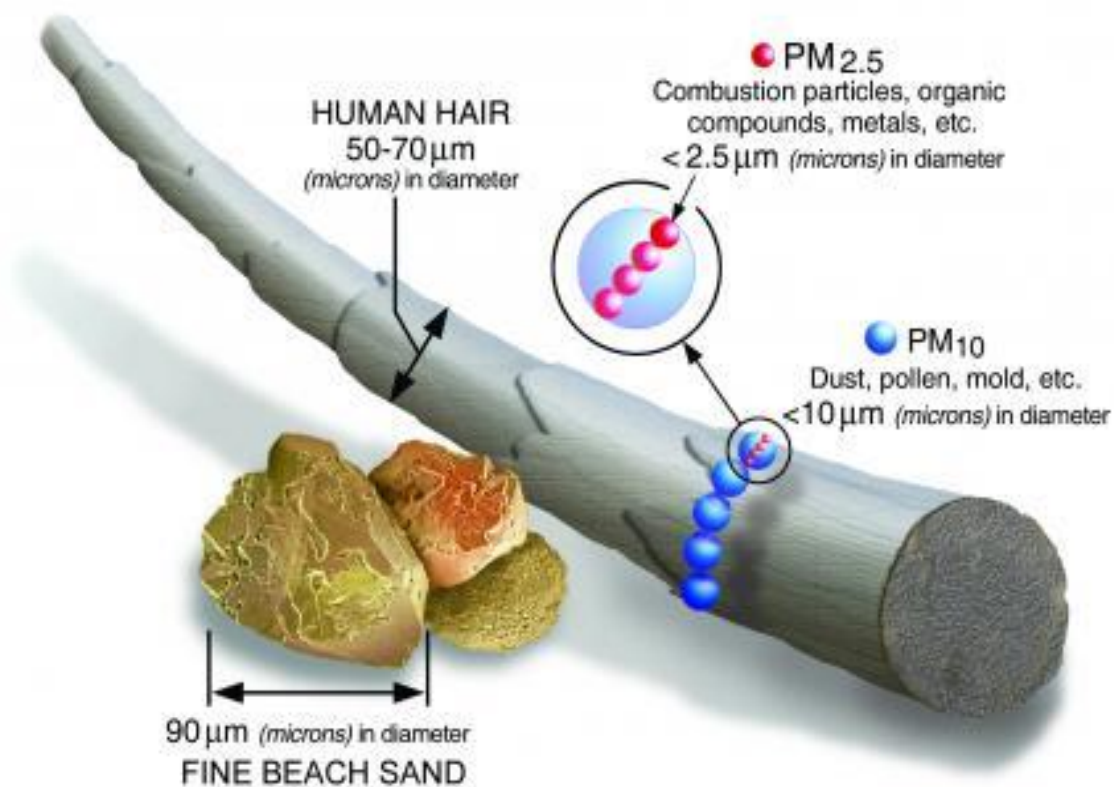
What is Particulate Matter?

Particulate matter is the term used for a mixture of solid particles and/or liquid droplets within the air. Particulate matter varies in size with some particles being easily visible to humans e.g. dust, soot, smoke and vapour from domestic boiler flues. However, some particles are so small that they cannot be seen with the naked eye, and it is these particles that are easily absorbed deep into the lungs and cannot be expelled when they are breathed in.

There are many sources of particulate matter in the United Kingdom, examples of these are: Vehicle exhausts, the wearing of brake pads, tyres and asphalt, Rust from vehicles, poor fuel combustion, dust from demolition and building sites, bonfires and inefficient burning of solid fuel e.g. wood.

Within the United Kingdom the main particulate matter that causes concern is particulates that are classed as 'fine particles' (PM_{2.5}) or 'inhalable coarse particles' (PM₁₀). The particles are measured in size and referred to as microns (µm). PM₁₀ are particles that are 10 microns to 2.5 microns in size, and PM_{2.5} are particles that are 2.5 microns or less.

Size of Particulate Matter



Source: United States Environmental Protection Agency (US EPA), 2020 - [Size of Particulate Matter](#)

Research has shown that there is significant harm to health at concentrations of Particulate Matter well below the current EU and UK limit values. (See Appendix H for the Air Quality Objectives for the UK).

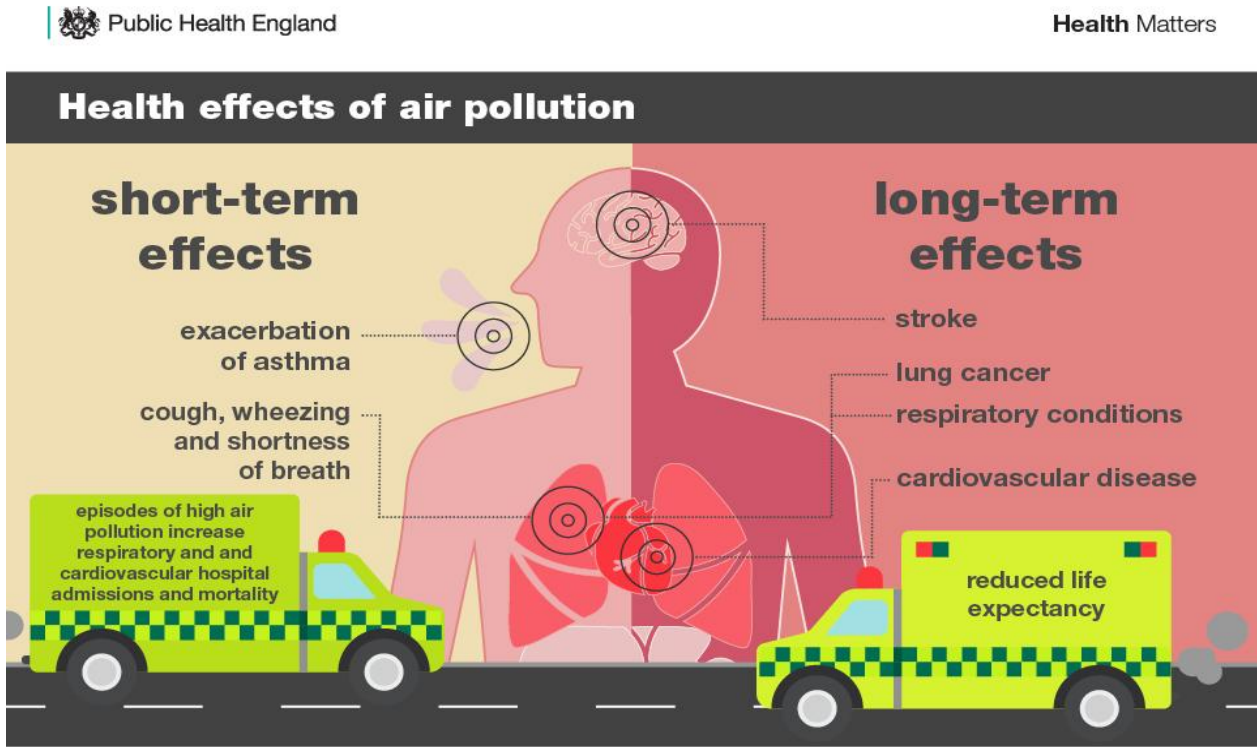
What are the Health Effects of Poor Air Quality?

Air pollution is associated with several adverse health impacts both short term and long term. It is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions.

When people are within an area of poor air quality the length of time, they are there is called the 'exposure time'. There are two types of exposure, short-term and long term. Short-term is when the person is subjected to poor air quality for a short time e.g. a couple of hours and the effects are called 'Short-term effects'. Long term exposure is when

people are consistently living or working with in an area where there is poor air quality. The short- term and long-term effects on the body are shown in the diagram below.

The short and long-term effects of air pollution



Source – Health Matters 2018, Office for Health Improvement & Disparities

To be able to understand the full effects of poor air quality on humans an understanding of how the pollutants enter the body, where they go once, they are within the body and the effects that they have are shown in the diagram overleaf.

Where air pollutants go in our bodies and what they do

A few hours of $\text{PM}_{2.5}$ over $35 \mu\text{g}/\text{m}^3$ or NO_2 over $200 \mu\text{g}/\text{m}^3$ irritates the eyes, nose and throat.

PM can cause strokes. Ultrafine PM has been found in samples of brain and central nervous system tissue.

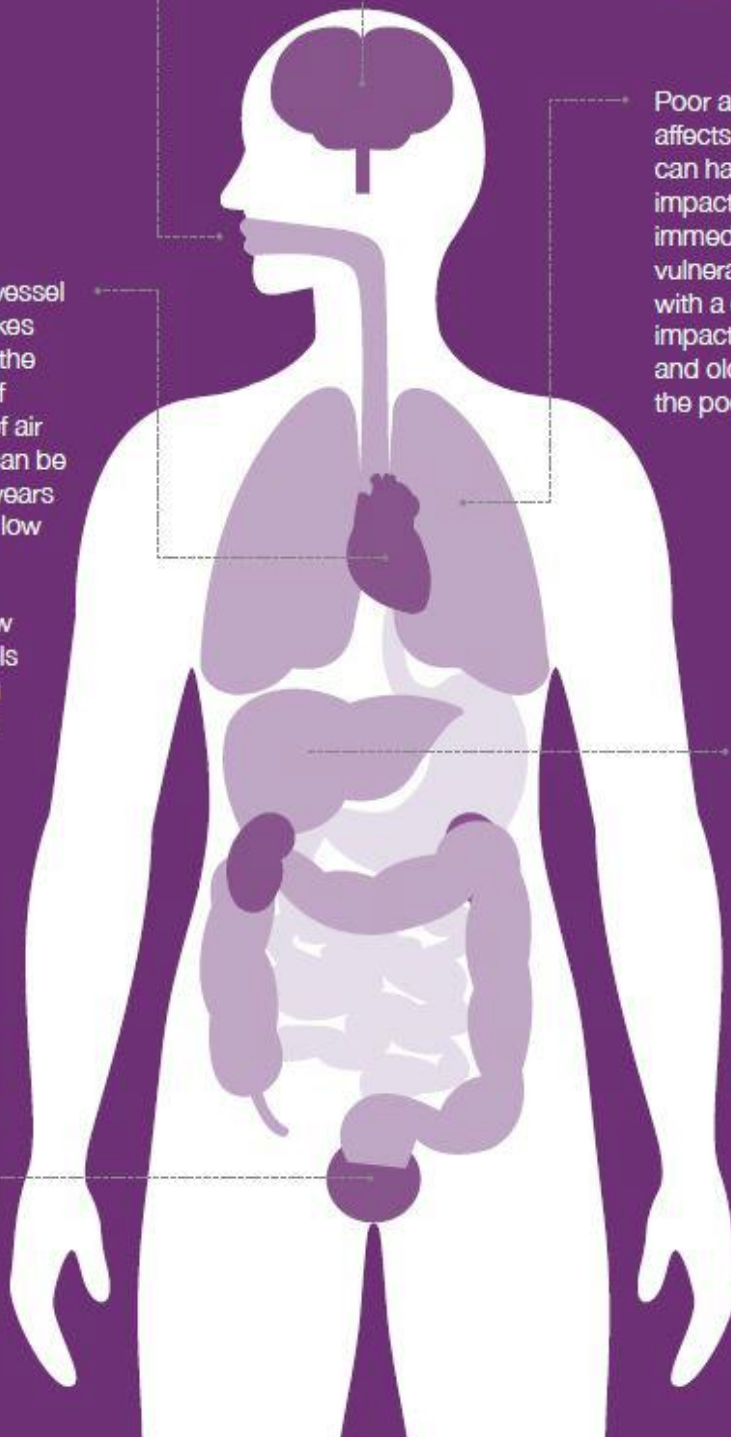
Heart and blood vessel diseases like strokes and hardening of the arteries are one of the main effects of air pollution. These can be caused by a few years exposure to even low levels of $\text{PM}_{2.5}$.

Poor air quality affects everyone. It can have long term impacts on all and immediate effects on vulnerable people, with a disproportionate impact on the young and old, the sick and the poor.

Exposure for a few hours to high levels of $\text{PM}_{2.5}$ can bring on existing illness or strokes and heart attacks in ill people.

Ultrafine PM can get into the blood then throughout the body. Ultrafine particles have been found in body organs.

PM has been found in the reproductive organs and in unborn children.



Source - Air Quality: A Briefing for Directors of Public Health, March 2017 [Air Quality: A Briefing for Directors for Public Health](#)

Health Effects of Nitrogen Dioxide

The main health effect of breathing in raised levels of Nitrogen Dioxide is the increased likelihood of respiratory problems, as Nitrogen Dioxide inflames the lining of the lungs, and it can reduce immunity to lung infections. This can cause problems such as wheezing, coughing, colds, flu and bronchitis and can exasperate pre-existing conditions like asthma and Chronic Obstructive Pulmonary Disease.

Health Effects of Particulate Matter

The health effects associated with short term and long-term exposure to particulate matter are exacerbation of asthma, effects on lung function, increases in hospital admissions for respiratory and cardiovascular conditions, and also increases in mortality¹. Office for Health Improvement & Disparities has produced estimates of the risk of mortality from particulates for all local authorities in the United Kingdom. The estimates are based on the researched evidence of mortality risk combined with modelled levels of background air pollution to which populations are exposed to at each local authority. See Section 2.3 of this report for further information on the estimated effects of annual mortality in 2024 of human made PM_{2.5} air pollution.

Air Quality in the Borough of Broxtowe

Breathing in polluted air affects our health and costs the NHS and our society billions of pounds each year. Air pollution is recognised as a contributing factor in the onset of heart disease and cancer and can cause a range of health impacts, including effects on lung function, exacerbation of asthma, increases in hospital admissions and mortality.

Air pollution particularly affects the most vulnerable in society, children, the elderly, and those with existing heart and lung conditions. Low-income communities are also disproportionately impacted by poor air quality, exacerbating health and social inequalities.

¹Gowers, A.M. et al Estimating Local Mortality burdens associated with Particulate Air Pollution, Public Health England, 2017.

The main air quality issue within the borough is due to the M1 and the A52. The A52 is the main road that connects Nottingham to Derby and is used heavily by commuters. Residential properties are situated alongside the M1 and the A52.

The main pollutants of concern within the borough are Nitrogen Dioxide and Particulate Matter, which is emitted from vehicles exhausts and is prevalent in areas where there are congested roads e.g. the M1 and the A52. However, it must also be noted that ambient background levels are affected by emissions from domestic heating e.g. Oxides of nitrogen from boilers and particulate matter from solid fuel burners.

Broxtowe Borough Council participates in the United Kingdom Nitrogen Dioxide diffusion tube network and has 38 diffusion tubes sites throughout the borough. The sites are primarily monitoring the M1 corridor and the A52. Monitoring is still being undertaken in the four revoked Air Quality Management Areas (AQMAs), to ensure that the concentrations remain below the air quality objective.

The 2025 nitrogen dioxide results show that the air quality levels are below the objective of $40\mu\text{g}/\text{m}^3$ for all the monitoring locations throughout the borough. The results and trends are discussed in greater detail in Section 3.2.1 of this report.

In respect of particulates, the modelled background level provided by Defra for the Borough of Broxtowe indicated levels between $6.5\mu\text{g}/\text{m}^3$ and $7.9\mu\text{g}/\text{m}^3$ for 2025, with the annual mean for 2025 being $7.1\mu\text{g}/\text{m}^3$. The World Health Organisation (WHO) guideline level for $\text{PM}_{2.5}$ is $10\mu\text{g}/\text{m}^3$.

Broxtowe Borough Council has a close working relationship with National Highways who manage the M1 Motorway and the A52, which run through the borough and Nottinghamshire County Council's Transport Planning and Programme Development Place Department who manage the remaining roads that run through the borough; this includes the A610/B600 Nuthall Roundabout.

The Council works with National Highways and Nottinghamshire County Council by continuing to monitor air quality levels throughout the borough, to inform them of any changes to the air quality levels and to provide yearly air quality reports. By working together actions are implemented where possible to ease congestion by maintaining a steady flow of traffic throughout the borough and to also promote sustainable travel.

The Environmental Health team at Broxtowe Borough Council also works closely with the Environment Agency who attend the Nottinghamshire Environmental Protection Working Group meetings along with some of the local authority planners. This ensures that air quality issues are raised and considered throughout the planning process.

Actions to Improve Air Quality

Whilst air quality has improved significantly in recent decades, there are some areas where local action is needed to protect people and the environment from the effects of air pollution. Further information on actions to improve air quality are discussed in greater detail in Table 2.1 of this report.

Conclusions and Priorities

In conclusion the 2025 Nitrogen Dioxide results show that the air quality levels are below the objective of $40\mu\text{g}/\text{m}^3$ and the background modelled PM_{10} and $\text{PM}_{2.5}$ are below the air quality objectives throughout the borough. Although the objectives are being met, it is very important to continue to improve air quality within the UK as poor air quality is a public health concern.

Therefore, to continue to improve the air quality in the borough the priorities for Broxtowe Borough Council in addressing air quality for the coming year are to:

- Review the NO_2 diffusion tubes network annually, discontinue sites where the annual air quality levels are comfortably below the objective, and relocate them to new sites within the borough if needed. Extensive monitoring will allow Broxtowe Borough Council to identify and focus on 'problem' areas.
- Continue to reduce the levels of NO_2 in the borough by working with National Highways and Nottinghamshire County Council.

- Continue to promote the final version of the “EMAQN Air Quality and Emissions Mitigation: guidance for developers” document.
- Continue to be a member of the Nottinghamshire Environmental Protection Working Group, and to liaise with colleagues in Public Health and the Health and Wellbeing Boards (Nottingham City and Nottinghamshire County) to ensure that Air Quality continues to be included in the Joint Health and Wellbeing strategy 2022-2026 and any future work. Engage with the public about air quality and raise awareness of the health effects of air quality.
- Continue to provide the public, companies and businesses within the borough with methods that they can use to improve air quality for themselves and the health of their employees.
- Continue to provide information on green travel e.g. walking, cycling by providing leaflets.
- Continue to support bus companies and taxis that operate within the borough to reduce emissions.
- Continue to review suitable research methods for reducing air quality levels for both NO₂ and particulate matter.

One of the challenges associated with addressing the air quality in the borough is that the main source of the air quality problem is the M1 Motorway, which is managed by National Highways and is not under the control of Broxtowe Borough Council. Although Broxtowe Borough Council have a close working relationship with National Highways it is unable to impose or make any changes to the M1 to improve the air quality within the neighbouring residential areas. However, National Highways has undertaken projects at great expense in the past to improve the air quality within the borough e.g. widening scheme and Smart Motorway scheme.

Apart from the M1 and the A52 all the roads within the borough are managed by Nottinghamshire County Council who manage the traffic flows, repairs, diversions etc. There are several challenges associated with this. The first challenge is that Broxtowe Borough Council is unable to impose or make any changes to the structure or flow of the roads. The second challenge is the limited funding currently available to County Councils

for significant integrated transport improvements (£3.9m per year for all safety, capacity, active travel, parking, bus and traffic management infrastructure improvements). This limits the funding available for transport schemes that will deliver air quality improvements.

Local Engagement

Broxtowe Borough Council was selected in 2018 to be in the Air Quality Task and Finish Group, which was set up to update the Nottinghamshire Air Quality Strategy (NAQS). The draft NAQS was approved at the Nottinghamshire County and City Health & Wellbeing Boards in 2019 and the finished format of the NAQS has been endorsed by the portfolio holders and is now published online. Improving Air Quality is now a priority of the [Nottinghamshire Joint Health and Wellbeing Strategy 2022-2026](#) as part of the Ambition to develop Healthy and Sustainable Places.

Air Quality also forms part of the Spatial planning & Health Framework and Health Impact Checklist produced and used for Local Development Plans.

How to get Involved

Residents and businesses living or working in Nottinghamshire can improve the air quality in the area by taking simple measures. One of the main changes that can be made is to use sustainable travel more and reduce dependency on the car when possible. Below are some of the actions that people can take, and particularly for short journeys.

- Travel Choice – Nottinghamshire County Council's Travel Choice webpages provide information and advice on the different ways to travel around Nottinghamshire, whether that's walking, cycling, public transport or car sharing. Residents, jobseekers, businesses and employees can find travel information and advice for the county (including bus and cycle maps, leisure 'Routes and Rides' and a journey planner) at [Travel Choice](#)
- School Travel Toolkit – Aimed at school leaders, teachers, parents/carers, children, and those living near to our schools, the Nottinghamshire School Travel Planning Toolkit provides information and advice on improving travel to and from Nottinghamshire's schools, including the sustainable and active travel modes available. The toolkit can be found at [School Travel Toolkit](#)

- Public transport – To use all means of public transport whenever possible e.g. trams, buses and trains. In addition to printed materials, an integrated public transport planning tool detailing local bus, rail and tram networks, as well as for trips further afield can be found at [Travel Choice Journey Planner](#) and [Traveline](#). Details on travelling on school buses to Nottinghamshire schools and assistance available to do so, can be found at [Travel to Schools](#). The tram timetable is available at [Tram Timetable](#).
- Car share – The Nottinghamshire car share scheme, ‘*nottinghamshare*’, is available to anyone [Car Share Scheme](#) but all businesses can produce their own.
- Park and Ride – There are a variety of Park and Ride sites within Nottinghamshire, which serve the Nottingham Tram and buses. Information for these Park and Ride sites which includes maps of their locations are found at [Park and Ride](#)
- Walking and Cycling – The health benefits of physical activity e.g. walking or cycling outweigh the risks from air pollution. You can easily avoid the worst pollution by travelling along quieter streets. Even walking on the side of the pavement furthest from the road can help.

Walking.

- Walk short distances rather than drive; this also has the benefit of improving your health as well.
- Information on walking networks in Nottinghamshire can be found at [Walking Networks](#) and [Rights of way when walking in Nottinghamshire](#) and a planning tool for deciding your route when walking can be found on the [Travel Choice](#) website
- Walking and cycling to school – School travel plans promote group cycling and walking for pupils to safely get to school. Information on the travel to school options can be found at [Travel to Schools Options](#).

Cycling.

- Use the extensive cycle routes that are available throughout Nottinghamshire. Maps and cycling journey planners that cover Nottinghamshire, including Broxtowe are available on the [Travel Choice](#) website and at [Cycling Rights of Way in Nottinghamshire](#). Maps of just the city cycle routes for Nottingham are available at [Cycle Maps for Nottingham](#)

Sustrans is a charity that promotes sustainable travel and further information can be found at [Sustrans](#)

RideWise, a local cycling charity, also provide advice, training, bike rides, free bike loans and information about routes and journey planning. Further information about RideWise can be found at [RideWise](#)

- Driving- When you have to drive you can still help to improve air quality by;
 - Make sure that your car is at its most efficient and think about how you drive, this will also save you money. Tips on how to save money on fuel and reduce your emissions are available at [Driving Advice from Energy Saving Trust](#).
 - If you are thinking about changing your car consider buying a low-emission vehicle, you can get more information on these vehicles and the support available at [Electric vehicle charging in and around Nottinghamshire](#)
- Bonfires – To not have bonfires at all and to compost all garden waste and recycle rubbish rather than burn it.
- Heating your home –
 - Smoke Control Area – Large parts of Nottinghamshire are smoke control areas; therefore, you cannot emit smoke from a chimney unless you are burning an authorised fuel or using an exempt appliance e.g. some burners or stoves. Further information on suitable fuels and exempt appliances can be found at [Smoke Control Information from Defra](#) All appliances must be kept in good working order to ensure that they are working efficiently and it is advised that you contact your Local Council to determine whether you are in a smoke control area or not.
 - House Boilers – Ensure that boilers are serviced regularly and kept in good working order. If a boiler needs replacing, then purchase one that has a low NOx emission rating

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1 Local Air Quality Management

This report provides an overview of air quality in Broxtowe Borough Council during 2025. It fulfils the requirements of Local Air Quality Management (LAQM) as set out in Part IV of the Environment Act (1995), as amended by the Environment Act (2021), and the relevant Policy and Technical Guidance documents.

The LAQM process places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether or not the air quality objectives are likely to be achieved. Where an exceedance is considered likely the local authority must declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) setting out the measures it intends to put in place in order to achieve and maintain the objectives and the dates by which each measure will be carried out. This Annual Status Report (ASR) is an annual requirement showing the strategies employed by Broxtowe Borough Council to improve air quality and any progress that has been made.

The statutory air quality objectives applicable to LAQM in England are presented in Table E.1.

2 Actions to Improve Air Quality

2.1 Air Quality Management Areas

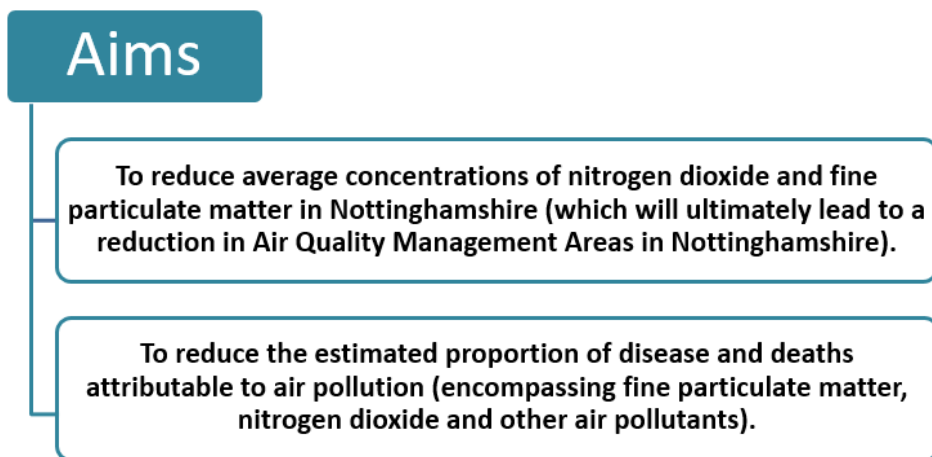
Air Quality Management Areas (AQMAs) are declared when there is an exceedance or likely exceedance of an air quality objective. After declaration, the authority should prepare an Air Quality Action Plan (AQAP) within 18 months. The AQAP should specify how air quality targets will be achieved and maintained and provide dates by which measures will be carried out.

Broxtowe Borough Council currently does not have any declared AQMAs. A joint Nottinghamshire Air Quality Strategy is in place to prevent and reduce polluting activities.

Local Air Quality Strategy

Although Broxtowe Borough Council does not have an air quality strategy solely for this borough, this ASR is written in alignment with the aims and objectives of the Air Quality Strategy for Nottingham and Nottinghamshire 2020-2030. [Air Quality Strategy for Nottingham and Nottinghamshire 2020-2030](#).

This Joint Air Quality Strategy has been developed collaboratively across Nottinghamshire authorities (taking into account the DEFRA Air Quality Strategy factsheet in relation to joint Air Quality Strategies, which is available from the DEFRA Air Quality Hub, <https://www.airqualityhub.co.uk/>) and sets out the steps the local authorities will take to improve local air quality. This joint approach ensures that local authorities including Broxtowe Borough Council are collectively addressing air quality concerns while still considering local-level priorities. Its aims are to encourage prevention and reduction of polluting activities across a range of diverse sectors.



The Strategy establishes the regional steps authorities will take to improve air quality while maintaining flexibility for local implementation. It is reviewed regularly by the Nottingham and Nottinghamshire Air Quality Oversight Group (NNAQOG) to remain up to date and to provide progress updates to the County and City Health and Well-Being Boards.

The NNAQOG includes colleagues from City and County Local Authorities and consists of Public Health, Environmental Health, Transport Planning and the local NHS; with input also from National Highways, Environment Agency, UKHSA, among others. Additionally, engagement with the mayor's office for the East Midlands Combined County Authority (EMCCA) will be sought at the earliest opportunity.

Other Local Strategies

The [Nottinghamshire Joint Health and Wellbeing Strategy 2022 – 2026](#) has four ambitions one of which is to Create Healthy and Sustainable Places:

- We'll ensure that the environment we grow, live, work and age in promotes good health and wellbeing.
- We'll use the planning and transport system, along with economic planning, licensing and policy decisions, to create places that do this.

This will also help to reduce health inequalities and also benefit the environment, for a better quality of life. There are nine areas of focus and one of them is Air quality, which states that:

“Clean air is essential for good health and for the environment and climate. We will work to make positive changes which can also have positive Air Quality - Ensure that outdoor air quality supports healthier lives in all communities' effects in terms of travel to school and work, being active and safety.”

The [Nottingham and Nottinghamshire ICS Green Plan 2022 to 2025](#) recognises the importance of the NHS taking action to reduce air pollution and work with partners to improve air quality. The Plan includes the following ambitions:

- Promoting sustainable transport and reducing overall transport
- Increasing the use of ULEV and ZEV vehicles
- Developing the infrastructure to support lower carbon transport options

- Enhancing understanding and communication via Green Travel Plans

The [Nottingham and Nottinghamshire ICS Health Inequalities Strategy 2020-2024](#) has a strategic objective for system partners to work together to support action to improve air quality.

Air Quality and Climate Change

Many sources of air pollution are also sources of greenhouse gas emissions e.g. combustion creates CO₂, NO_x and PM. Emissions from road transport, energy and heat generation and domestic solid fuel burning are some of the most common sources that contribute to both climate change and air pollution.

Broxtowe Borough Councils [Climate Change and Green Futures Strategy 2023-2027](#) has ten strategic themes to identify, manage and mitigate the worst impacts of Climate Change.

Climate Strategy	Transport and Travel
Energy and Water	Built Environment
Core Strategy and Planning	Recycling and Resources
Natural Environment	Communities
Business and Supply Chain	Communications

Air Quality Monitoring is included in the Natural Environment theme and as climate change mitigation measures reduce emissions of greenhouse gases it will also help reduce air pollutants and lead to improvements in health outcomes as evidenced in [Health Effects of Climate Change \(HECC\) in the UK: 2023 report](#).

2.2 Progress and Impact of Measures to address Air Quality in Broxtowe Borough Council

Defra's appraisal of last year's ASR concluded that.

- ❖ The BBC justification to use the national bias factor instead of the local bias factor shows a high level of technical understanding, and the reference to Section 7.221 TG22 further amplifies this understanding. BBC is encouraged to continue with this level of consideration and scrutiny in determining the application of bias – **BBC will continue to do this.**
- ❖ The executive summary provides additional information about NO₂ and particulate matter, as well as the health impacts of both. This is a welcome addition and should be continued in future ASRs – **BBC will continue to do this.**
- ❖ The report is descriptive and informative throughout with each section providing a significant amount of detail, this is appreciated and encouraged to continue in future ASRs. Overall, this report can be considered an example of good practice due to provision of the required information and significant further detail provided throughout – **BBC will continue to do this.**
- ❖ The colour coded system describing why there were missing results in the monthly results table, is a creative and clever way of providing an extra detail about the monitoring results. This is a welcome addition and should be continued in future ASRs – **BBC will continue to do this.**
- ❖ In chapter 3.1.2 it is recommended to confirm whether the monitoring network has changed compared to the previous year. If the monitoring network has not changed, it is recommended to confirm this with one sentence in future ASRs. – **BBC will do this.**
- ❖ It is recommended to distinguish between number of diffusion tubes and number of monitoring locations. This is mostly done, however, in some paragraphs it is reported that the Council have 41 monitoring sites, however, it is 41 diffusion tubes and 38 monitoring sites. The Council should consider this in future ASRs. – **BBC will do this.**

Broxtowe Borough Council, working in partnership with Nottinghamshire County Council (NCC) and the East Midlands Combined County Authority (EMCCA), has taken forward a number of direct measures during the current reporting year of 2025 in pursuit of

improving local air quality. Details of all measures completed, in progress or planned are set out in Table 2.1. 79 measures are included in Table 2.1, with the type of measure, and the progress BBC/NCC/EMCCA have made during the reporting year of 2025 presented. Where there have been, or continue to be, barriers restricting the implementation of the measure, these are also presented within Table 2.1.

Table 2.1 is colour coded with the Three Key measures for Broxtowe Borough Council in yellow, the measures that were completed in 2025 are in blue and the measures that were completed between 2017 – 2024 are in green.

More detail on these measures can be found in their respective Action Plans The Air Quality Strategy for Nottingham and Nottinghamshire 2020-2030, BBC Local Plan 2018 – 2028, BBC Climate Change and Green Futures Strategy 2023-2027, The Nottinghamshire Local Transport Plan 2011-2026 (and its Implementation Plans), D2N2 Local Cycling and Walking Infrastructure Plan (LCWIP), NCC Electric vehicle charging frameworks and strategies and National Highways Reports (post opening project evaluation reports for the M1 Junction 25 to 28 widening and the A52 West of Nottingham Corridor Improvements).

Key completed and on-going measures are:

- ❖ The new single Smoke Control Order came into force in June 2025.
- ❖ The Nottingham and Nottinghamshire Air Quality Strategy 2020-2030
- ❖ The replacement cremators, associated plant and abatement system at Bramcote Crematorium were completed in the summer 2025.
- ❖ Nottinghamshire on-street EV charging pilot scheme - electric vehicle cable channels (EVCC) – NCC successfully secured (and received in January 2023) £774k from the Government's Local Electric Vehicle Infrastructure (LEVI) Pilot Funding enabling the delivery of up to 300 EV cable channels. Delivery started in February 2023, with a total of 81 cable channels installed in the county up to the end of the 2024/25 financial year.
- ❖ To continue to replace Broxtowe Borough Council older combination boilers and system boilers to Seasonal Efficiency of a Domestic Boiler in the UK (SEDBUK) A rated condensing boilers.

- ❖ To investigate and consider suitable alternative replacements for the remaining electrically heated Council properties - High heat retention units were being fitted as replacements in 2022, and this will be continuing in future years. Air source heat pumps will also be considered at suitable properties where a retro fit solution is possible.
- ❖ Broxtowe Borough Council Cycle to Work Scheme – six employees purchased bikes through this scheme in 2025. Since the scheme started, 200 employees have purchased bikes through the scheme.
- ❖ Encouraging the use of Hybrid or Electric vehicles for BBC employees Eleven employees used a personal Electric vehicle and five used a ULEV in 2025.

Broxtowe Borough Council expects the following measures to be completed over the course of the next reporting year:

- ★ To reschedule the dry recycling waste rounds to reduce fuel consumption and improve efficiency The round reschedule is currently in progress. Completion is anticipated in April 2026.
- ★ Lane Rental Scheme - The intention of the scheme is to minimise works from taking place during the peak times, The anticipated start date for a Lane Rental scheme in the county, if approved, is April 2026.
- ★ Improving the cycle network in Stapleford -Footpath and crossing improvements as well as path widening and access gates to recreational grounds are all due to be completed in the summer of 2026.
- ★ Cycling networks as part of Active Travel Funding (ATF) Tranche 4 - 1.1m from Tranche 4 of the Active Travel Fund (ATF), for the development of a new walking and cycling facility along Baulk Lane, Stapleford. The scheme is due to be completed in March 2026.

Broxtowe Borough Council's priorities for the coming year are predominantly through measures to make the best use of the transport networks and through smarter travel measures that will encourage people to travel more sustainably.

Measures will include:

- On-going effective land use planning and securing of appropriate levels of developer contributions for mitigation (including travel planning) and sustainable transport improvements.
- Traffic control and information provision to minimise disruption and delay on County Council managed roads (including the A610) such as contingency planning, the effective co-ordination of works and the provision of real-time travel information.
- Measures to reduce the need to travel at peak times such as the provision and encouragement of flexible working arrangements.
- The facilitation of smarter travel behaviour such as the provision of a car sharing scheme and integrated and concessionary ticketing schemes.
- The encouragement of smarter travel behaviour such as the marketing and promotion of passenger transport, walking and cycling, provision of cycling and walking route maps, cycle training programmes, and web-based journey planners.
- The encouragement of the uptake of low-emission vehicles, including the continued identification and implementation of the Nottinghamshire public electric vehicle charging network as well as grants for businesses to install on-site charging infrastructure.
- Enhancements to the local cycling and walking networks.
- Travel planning such as the development of new travel plans at businesses across the county through planning conditions.

Broxtowe Borough Council worked to implement these measures in partnership with the following stakeholders during 2025:

- All Nottinghamshire Local Authorities including Nottinghamshire County Council – Environmental Health, Public Health and Transport Plans & Programme Development Team.

The principal challenges and barriers to implementation that Broxtowe Borough Council and Nottinghamshire County Council anticipates facing are:

- Availability of funding for the above measures to continue their delivery
- Ensuring sufficient mitigation is secured through the development control process to address the potential impacts on the highway network of not only individual developments but also the cumulative impacts of development.

Progress on the following measures has been slower than expected due to:

- Cycling network and infrastructure - The D2N2 LCWIP will be used to help identify potential future cycle improvement schemes. Any future cycle improvement schemes will be subject to funding availability, feasibility consultation, and approvals. A potential barrier to such projects is the availability of funding, feasibility and public acceptability of proposals.
- Consideration of car club into the county - Dependent on the determination of business case and commercial operator coming forward. Barriers include financial risk, organisational culture (i.e. using personal cars less) and specific service needs.
- Traffic control and management, contingency planning, and effective event and incident management – A potential barrier to this work is a lack of future revenue funding. The UTCC is a shared facility between NCC and NCiC. Estimated cost shown is NCC's annual contribution. Cost dependent on the number of incidents.

Whilst the measures stated above and in Table 2.1 will help to contribute towards improving the air quality, Broxtowe Borough Council anticipates that further additional measures not yet prescribed will be required in subsequent years to improve the air quality in the borough.

Table 2.1 – Progress on Measures to Improve Air Quality

Measure No.	Measure	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Year	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
1	Install energy efficiency measures to Council housing properties to improve ECP ratings to C.	Other	Other	2024	2028	BBC Capital Works - Capital Works Manager	Partially funded by the Council (housing revenue account and borrowing) and part funded through grant funding from DESNZ.	Funded	£1m-£10m	Implementation	Reduced Emissions	Reduced carbon emissions due to lower heating demand of properties	- Wave 3 energy efficiency measures to be on site in September 2025 until 2028. 90 properties in total have been completed by the end of 2025. On completion of the project in 2028, it is planned over 400 properties will have received improvements.	An update on this new measure will be in the 2027 ASR.
2	Implementation of the Electric Vehicle Infrastructure (EVI) Strategy	Policy Guidance and Developmental Control	Low Emission Strategy	2025	2027	BBC -Climate Change Manager	LA-BBC and NCC	Funded	-	Implementation	Reduction in NO2 and PM due to increased use of Electric Vehicles	% Usage of EVCP	- BBC and NCC Feasibility of electric vehicle charging points underway in the borough where deemed appropriate. - BBC owned public car parks EV charging points have been identified to be upgraded and this will be undertaken in 2026-2027 - NCC out to tender for LEVI (Local Electric Vehicle Infrastructure for EVCP)	EVI Strategy publicly available at Electric Vehicle Charging Infrastructure Strategy EVI Strategy undergoing a review and refresh during 2026/27
3	Wood Burner, Smoke Control Area and Bonfire Enforcement and Education	Promoting Low Emission Plant	Other Policy	2025	2026/27	City/Countywide project	Section 31 Grant funding	Funded	Approx. £50k	Implementation	Reduced emissions of NO2 and PM	Communication strategy and toolkit of resources	All Notts LAs have agreed to pool some Section 31 Grant funding together to commission a Communication Strategy and tool kit of resources on Domestic Burning	
4	Light rail tram infrastructure	Transport Planning and Infrastructure	Public transport improvements- interchanges stations and services	2015	On-going	NCiC and NCC	DfT/WPL funding	Funded	>£10 Million	Completed	Reduction in NO2 and PM	Increased passenger transport patronage	The light rail/tram system, Nottingham Express Transit (NET), provides services between the city centre and local centres, such as Hucknall and Beeston. There are two park and ride sites located within the county, at Hucknall and Toton Lane, which serve the NET network, allowing commuters and visitors a safe place to park their vehicle and catch the tram into the city centre.	The reduction in passenger numbers is believed to be due to changing

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													NET Phase 2 (with route through Broxtowe) opened 2015. In 2024-25, there were 15.7 million passenger journeys on the tram network, which showed a growth of 1.3% in comparison to the previous year.	travel patterns post pandemic and people working from home more.
5	Promoting travel choices - Consideration of car club into the county	Alternatives to private vehicle use	Car Clubs	TBD	Ongoing	NCC/NCiC	NCC	TBD	-	Ongoing	Reduction in NO ₂ and PM	Restrain average journey times in the morning peak to a 1% increase per year A reduction in staff business emissions and cost, through both a car club and a wider review of staff travel habits.	- NCiC scheme introduced in 2014, with the provider reviewed in 2018. Expansion of scheme into county dependent on its success, which is still unclear. - Work has been undertaken to look at the feasibility of a partnership with a Car Club operator in the county, for both residents and internal use (i.e. staff travel). The work will feed into a wider fleet review and review of staff business travel, with a few more aspects to be expanded upon. - Funding for implementation to be determined.	Dependent on the determination of business case and commercial operator coming forward. Barriers include financial risk, organisational culture (i.e. using personal cars less) and specific service needs.
6	Nottinghamshire on-street EV charging pilot scheme - electric vehicle cable channels (EVCC)	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	2022	Ongoing	NCC / Via EM Ltd	Privately funded by resident and OZEV LEVI Pilot Funding	Privately funded by resident and OZEV LEVI Pilot Funding	Costs to be determined	Implementation	Reduction in pollutants and emissions due to increased use of low emission vehicles.	Number of EVCC installed and back-office data from EV charge point	- NCC approved the trialling of on-street EV charging cable channels at Transport & Environment Committee in February 2022. - NCC successfully secured (and received in January 2023) £774k from the Government's Local Electric Vehicle Infrastructure (LEVI) Pilot Funding enabling the delivery of up to 300 EV cable channels. - Delivery started in February 2023, with a total of 135 cable channels installed in the county up to the end of the 2025/26 financial year. with a total of 81 cable channels installed in the county up to the	NCC's EV cable channel pilot programme is currently in progress. The pilot is privately funded by resident (EV chargepoint) and OZEV LEVI Pilot Funding

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													end of the 2024/25 financial year.	
7	Nottinghamshire EV charging infrastructure (potentially on and off street)	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	2023/2024	2025/26	NCC / Borough and District Councils	OZEV funding (LEVI)	Funded	£1 million to £10 million	Implementation	Reduction in pollutants and emissions due to increased use of low emission vehicles.	Number of EV charging installed and back-office data from EV charge point	•NCC have developed an Electric Vehicle Chargepoint Framework document which outlines NCC's ambition to expand the EV charging network across the County. • NCC have secured £5.22m of capital funding from the DfT to roll-out the on-street LEVI project, which will see the installation of 1000+ public chargepoints targeted at areas without on-street parking. • The tender documentation for the LEVI project is currently in development and is expected to be published in May 2026.	Measure is reliant on a successful LEVI bid and the appointment of viable Chargepoint Operators. £5.522m of external LEVI capital funding has been secured for EV infrastructure programme development.
8	To develop an implementation plan for the Nottingham and Nottinghamshire Air Quality Strategy 2020-2030	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	2024	2030	NCC/NCiC/ Borough and District councils	N/A	Not Funded	N/A	On-going	Reduced Emissions from raising awareness	Improving Air Quality, reduced Emissions and Raising awareness	To develop an implementation plan for the Nottingham and Nottinghamshire Air Quality Strategy 2020-2030 to ensure it is implemented locally by the Nottingham and Nottinghamshire Air Quality Oversight Group (NNAQOG), Broxtowe Borough Council is a member of the NNAQOG.	
9	To continue to promote the Nottingham and Nottinghamshire Air Quality Strategy 2020-2030	Public Information	Via the Internet	2020	On-going	BBC Public Protection – Environmental Health Officer	N/A	Not Funded	N/A	On-going	Reduced Emissions from raising awareness	Improving Air Quality, reduced Emissions and Raising awareness	•The NAQS was endorsed by portfolio holders in 2020, and it is promoted on BBCs website.	On-going
10	To investigate providing Supplementary Planning Guidance or a Supplementary Planning Document relating to 'Air Quality and Emissions Mitigation Guidance for Developers'	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	2021	To be decided	BBC Planning Policy Department – Planning Policy Team Leader	LA-BBC	Not Funded	N/A	Planning	Reduced Emissions of N02 and PM	Reduced emissions	The Government's changes to the planning system in 2026 mean that it is no longer possible to produce Supplementary Planning Documents. The Greater Nottingham Strategic Plan (GNSP) is currently at examination. Reflecting the need to reduce emissions and improve air quality, part 1e of proposed GNSP policy 10 states that all new development should be	The new Broxtowe Local Plan, and any associated Planning Guidance, will be the subject of collaboration between the Planning Policy and

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													designed to reflect the need to reduce the dominance of motor vehicles and support active travel. Work will start in 2026 on the production of a new Broxtowe Local Plan. This will provide the opportunity to review policy 20 (air quality) in the current Part 2 Local Plan. There may also be the opportunity to produce informal Planning Guidance on issues relating to air quality.	Environmental Health teams. A new National Planning Policy Framework is expected in 2026. If this is similar to the 2025 draft, it may restrict the ability of the Council to make expectations of developers which exceed national planning policy and/or Building Regulations.
11	Inspection of Permitted Processes	Environmental Permits	Other Measures through permit systems and economic instruments	2012	On-going	BBC Public Protection – Environmental Health Technical Officer	N/A	Not Funded	N/A	On-going	Reduced Emissions	Reduction in airborne pollutants from the various processes throughout the Borough.	All scheduled inspections completed on time.	On-going
12	To ensure that all Permitted Processes (where feasible) continue to be rated as 'low environmental risk'	Environmental Permits	Measures to reduce pollution through IPPC Permits going beyond BAT	On-going	On-going	BBC Public Protection – Environmental Health Technical Officer	N/A	Not Funded	N/A	On-going	Reduced Emissions	Reduction in airborne pollutants from the various processes throughout the Borough.	The risk rating did not change in 2025, and all permitted processes were fully compliant.	On-going
13	To Inspect Crushers that are used within the Borough on demolition sites when notifications are received to ensure compliance with the process permit and ensure good housekeeping is being maintained	Environmental Permits	Other measure through permit systems and economic instruments	On-going	On-going	BBC Public Protection – Environmental Health Technical Officer	N/A	Not Funded	N/A	On-going	Reduction in airborne particulates from the crushers used throughout the Borough.	Reduction in airborne particulates from the crushers used throughout the Borough	Reduction in airborne particulates from the crushers used throughout the Borough	On-going
14	To ensure that all Dust Management Plans are reviewed and approved during the planning application stage	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	On-going	On-going	BBC Public Protection – Environmental Health Officers	N/A	Not Funded	N/A	On-going	Reduction in airborne particulates from new developments throughout the Borough.	% of dust management plans that are reviewed and approved during the planning stage	All dust management plans were reviewed and approved during the planning stage in 2025.	On-going

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15	Co-ordination of street works	Traffic Management	UTC, Congestion management, traffic reduction	On-going	On-going	NCC/Via EM/NCiC	NCC and NCiC revenue funding	Funded	Funded within existing resources	On-going	Reduced emissions by reducing congestion on the roads	Restrain average journey times in the morning peak to a 1% increase per year	- NCC introduced a street works permit scheme on 1 April 2020 to help plan/coordinate roadworks on its managed highway network. Street works management is undertaken by Via EM on behalf of NCC. The fundamental aim of the coordination/inspection regime is to facilitate necessary works, whilst minimising disruption by reducing duration etc. - Regular coordination meetings held between all works promoters and regional partners in addition to regular meetings between NH and regional partners to create a framework programme of planned works affecting strategic and local routes. - Detailed journey time monitoring undertaken annually since 2005/06.	Costs are dependent on number street works undertaken
16	Traffic control and management contingency planning, and effective event and incident management	Traffic Management	UTC, congestion management, traffic reduction	Ongoing	Ongoing	NCiC / NCC / Via EM / National Highways (NH)	NCiC / NCC / NH revenue funding	Funded	£100k - £500k	Implemented and ongoing	Reduced emissions of NO2 and PM by reducing congestion on the roads	Restrain average journey times in the morning peak to a 1% increase per year	- The local operating agreement between NCC and NH has been comprehensively reviewed to identify the relevant parts of the network which have interaction on each authority and to put in place appropriate communication channels for management of incidents and dissemination of information. - Key locations on the local network have been identified and associated diversion routes investigated in line with the developing network hierarchy. - Incidents dealt with through agreed procedures and regular partnership meetings held. Working in close collaboration with the NCiC and NH, tactical diversion routes have	A potential barrier to this work is a lack of future revenue funding. The UTCC is a shared facility between NCC and NCiC. Estimated cost shown is NCC's annual contribution. Cost dependent on the number of incidents.

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													been developed for the emergency diversion of traffic from any part of the strategic road network, to reduce the delay in rerouting traffic to ease congestion at the time of incidents. • Detailed journey time monitoring undertaken annually since 2005/06. • A traffic control centre monitors traffic movement on the local highway network (not the trunk road/motorways) and provides real time traffic control over many traffic signal installations.	
17	Traffic Management and Enforcement	Traffic Management	UTC, Congestion management, traffic reduction	2019	On-going	NCC	NCC	Funded	Not known	On-going	Reduced emissions by reducing congestion on the roads.	Number of visits to the locations and number of observations during the visits.	• NCC has traffic management control patrols on arterial routes across the county to identify hot spots where parking affects traffic flow and remove/dissuade people from parking in a way which affects traffic flow at peak period travel times. • Bus lane cameras are used in the county, as well as CCTV cars that mostly patrol around schools to enforce the 'Keep Clears', which help in improving air quality around the school gates.	On-street parking patrol activities now comes directly under Nottinghamshire County Council
18	Moving Traffic Enforcement	Traffic Management	UTC, Congestion management, traffic reduction	2023		NCC	NCC	Funded		Planning	Reduced emissions of NO2 and PM by reducing congestion on the roads	Restrain average journey times in the morning peak to a 1% increase per year	• Since June 2022, local authorities have been able to apply to the DfT for the powers to enforce moving traffic offences. Such offences include banned turns, driving in pedestrian areas, environmental weight limits, box junctions etc. • NCC was granted powers to enforce moving traffic offences in December 2024 and the first pilot sites will be the box junction at Lady Bay Bridge, West Bridgford, and the banned right turn into the ASDA off B6166, Newark.	

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19	Optimisation of traffic signals	Traffic Management	UTC, Congestion management, traffic reduction		On-going	NCC / Via EM	NCC	Funded	£1m - £10m	Implemented	Reduced vehicle emissions	Restrain average journey times in the morning peak to a 1% increase per year	SCOOT and MOVA equipped signals are relayed back to the Traffic Control Centre so that they can be altered in real time as required.	Implementation ongoing
20	Lane Rental Scheme	Traffic Management	UTC, congestion management, traffic reduction	2023	2025	NCC	NCC	Not funded		Planning	Reduced emissions of NO ₂ and PM by reducing congestion on the roads	Restrain average journey times in the morning peak to a 1% increase per year	•NCC are looking at potentially introducing a Lane Rental scheme within the county. • This would involve determining the topmost congested roads in the county and then, following consultation, making an Order which will allow NCC (as the Highway Authority) to apply a levy/charge to anyone undertaking either street works (utilities) or roadworks (Council) during the peak times on these roads. • The intention of the scheme is to minimise works from taking place during the peak times, which would lead to excessive congestion (which impacts on air quality). Any income raised through the scheme can be reinvested in projects to reduce congestion/improve highways, and subsequently air quality. • The anticipated start date for a Lane Rental scheme in the county, if approved, is April 2026.	2026
21	Promoting on the Council Webpage the Council's Electric Vehicle Charging Points Network within the Borough	Public Information	Via the Internet	2020	On-going	BBC Parking Services – Parking Manager	LA - BBC	Not Funded	Within existing resources	On-going	Reduction in NO ₂ and PM due to raising awareness of where people can use the charge points for their electric vehicles	28 EVCP are currently promoted on BBC's website.	•The Council currently has 28 electric vehicle charging points in Beeston, Stapleford, Kimberley and Eastwood these are displayed with the postcodes for easy identification on the Council website and this is updated when necessary. The council are currently reviewing usage, age, and charge capacity of existing charging points. Results from this review	On-going

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													will inform several sites to be upgraded to more efficient and powerful capacities, and additional charging points will be installed at alternative sites.	
22	To continue investigating the installation of Electric Vehicle Charging Points for staff and visitors to the Council to use	Promoting Low Emission Transport	Other	2020	On-going	BBC Parking Services – Parking Manager	Provider Funded	-	-	On-going	Reduction in NO ₂ and PM by encouraging Electric Vehicle use	Number of EVCP installed for visitors to the Council to use.	- Investigation into this has been undertaken and the infrastructure and power supply has already been installed within Devonshire Avenue car park. - Provider funded opportunities are available and currently two EV providers are being reviewed via procurement framework	Infrastructure and power supply complete On-going
23	Review of off-street car parking charging	Traffic Management	Emission based parking or permit charges	2020	2023	BBC Parking Services – Parking Manager	LA - BBC	Funded	<10K	Completed	Reduction in NO ₂ and PM	Reduced Emissions	- On-going annually. The policy document is updated only when there is significant legislation or council policy changes - Charges will also be reviewed on an ad hoc basis. - There are no plans to introduce emissions-based charging in car parks. Since January 2024, additional charges have been introduced around the borough, to those car parks that were previously free.	On-going
24	To review and update the Electric Vehicle Infrastructure (EVI) Strategy for the Borough of Broxtowe	Promoting Low Emission Transport	Procuring alternative refuelling infrastructure to promote low emission vehicles, EV charging, gas fuel charging	2026	On-going	BBC Climate Change Manager	LA-BBC	Not Funded	Within existing resources	Planning	Reduced Emissions	Improving Air Quality, reduced Emissions by promoting EV charging locations	The Electric Vehicle Infrastructure (EVI) Strategy for the Borough of Broxtowe is under review and update to be completed in 2026/27. Local Government Reorganisation (LGR) will determine when the next update takes place.	2026/27
25	To review the Climate Change and Green Futures Strategy 2023-2027	Policy Guidance and Development Control	Low Emissions Strategy	2022	2027	BBC Climate Change Manager	LA-BBC	Not Funded	Within existing resources	Implementation	Reduced Emissions	Improving Air Quality	The Climate Change and Green Futures Strategy for the Borough of Broxtowe will be refreshed in 2026/27.	2026/27

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26	To review the Carbon Management Action plan annually	Policy Guidance and Development Control	Low Emissions Strategy	2024	On-going	BBC Climate Change Manager	LA-BBC	Not Funded	Within existing resources	Implemented and on-going	Reduced Emissions	Improving Air Quality	- Carbon Management Action plan is reviewed and updated annually. 2025/26 carbon footprint calculations underway pending utility data which is due w/c 14 May. 2024/25 carbon emissions reduced by 26% compared to 2023/24 predominantly due to transitions from diesel to HVO in fleet vehicles (where possible) resulted in an 87% reduction in emissions on previous year for fleet and machinery.	
27	Real time travel information	Public Information	Other	-	Ongoing	NCC/Via EM Ltd	NCC revenue funding	Funded	-	Implemented and on-going	Reduced Emissions	Restrain average journey times in the morning peak to a 1% increase per year	- Information conveyed by all forms of media (press, radio, website, social media etc.). - The Travelwise centre remains in operation 24hrs a day, every day.	Nottingham Travelwise website: Nottingham Travelwise
28	Bus service improvements	Transport Planning and Infrastructure	Public transport improvements- interchanges stations and services	2022	Ongoing	EMCCA NCC / NCiC / PT operators	EMCCA	Funded	>£10 million	Implementation	Reduced emissions of N02 and PM due to increased passenger transport patronage.	Increased bus patronage	The new East Midlands Combined County Authority has £65.5m to invest in bus service operations and £148m in capital infrastructure improvement over the next three years focus on maintaining current service levels and delivery of major bus priority schemes. June 2026 Exec board will see a raft of schemes signed off for delivery including an upgrade to Sutton-in-Ashfield bus station and passenger waiting facilities across Nottinghamshire.	Bus service provision is provided on a commercial basis with support from EMCCA where justified; and reviewed periodically. Pressure on bus service budgets due to cost inflation and the current fuel crisis.
29	Encouraging the use of emissions standards when procuring school bus contracts and supported bus services	Promoting Low Emission Transport	Company Vehicle Procurement - Prioritising uptake of low emission vehicles	-	On-going	EMCCA / PT operators	PT operators	Funded	-	Implementation	Reduced emissions of N02 and PM	Reduced emissions and ongoing take-up of cleaner vehicles	On-going take-up of LEVs	Funding details not known as its funded commercial private operators
30	Bus stop clearways	Traffic Management	UTC, congestion management, traffic reduction	-	Ongoing	EMCCA / NCC, NCiC	NCC	Funded	£50k - £100k	Implemented and ongoing	Reduced vehicle emissions	Manage parking to improve	Bus stop clearways are introduced at bus stops within the county, where	

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												journey time reliability	parked vehicles are identified as impeding traffic flows. CCTV enforcement car introduced in 2016, second vehicle purchased in 2018; and third vehicle introduced in 2019. Static CCTV Enforcement also being used at bus stops across the network where required	
31	Bus infrastructure	Transport Planning and Infrastructure	Public transport improvements- interchanges stations and services	-	Ongoing	EMCCA, NCC	EMCCA	Funded	£1m-£10m	Implementation	Reduced emissions of N02 and PM due to increased passenger transport patronage	Increased passenger transport patronage	An annual programme of bus infrastructure improvements is delivered as part of the integrated transport block programme, including the installation of new bus shelters and real time bus information, and the update/maintenance of all stops e.g. updating network maps to ensure all information is current and accurate.	
32	Bus fleet zero emission vehicles	Vehicle Fleet Efficiency	Promoting Low Emission Public Transport	2025	On-going	EMCCA / PT operators	EMCCA	Funded	>£10million	Implementation	Reduced emissions of N02 and PM due to increased use of low emission vehicles	Reduced emissions and ongoing take-up of cleaner vehicles	£5.3m of funding secured to support delivery of electric buses in Mansfield in 2026, with further investment planned for 2027. 33 x electric buses to be implemented in Nottingham in Autumn 2026. 10-year electric bus investment pipeline under development to support	
33	Under 22s Young Persons' Ticket	Transport Planning and Infrastructure	Other	2022/2023	2025	EMCCA / PT operators	EMCCA	Funded	-	Implemented	Reduction in N02 and PM due to increased passenger transport patronage	Increased passenger transport patronage	BSIP funding secured to launch an Under 22 young persons' ticket for use in Greater Nottingham and Nottinghamshire providing an extension of under 19s discounted travel to under 22s. It was launched in September 2023 and is due to run until March 2025, at which point the scheme will be reviewed Under 22 Scheme Nottinghamshire County Council Update: it is still being delivered and will be	

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													reviewed at the end of 26/27	
34	Crossings facilities as part of Active Travel Funding (ATF) Tranche 5	Transport Planning and Infrastructure	Other	2026	On-going	NCC	Active Travel Fund (ATF)	Funded	£100k - £500k	Planning	Reduced emissions of NO ₂ and PM due to more people walking	Increased walking trips	The government awarded the East Midlands Combined County Authority (EMCCA) £1.7m as part of Active Travel Fund Tranche 5. As a constituent authority of EMCCA, NCC were awarded £0.49m of the funding for the development and construction of the following schemes: - A60 Loughborough Road, Bunny - Pedestrian refuge - A638 London Road, Retford - Toucan crossing - B6006 Wollaton Road, Beeston - Puffin crossing, and - B6030 (east of the B6034), Edwinstowe - Pedestrian crossing facility at junction The schemes on A60 Loughborough Road, Bunny; A638 London Road, Retford; and B6006 Wollaton Road, Beeston are in the development phase and are subject to the necessary design, consultation and approval processes. Construction of the scheme on B6030, Edwinstowe is to be completed in March 2026.	B6030 (east of B6034), Edwinstowe is complete. A60 Loughborough Road, Bunny; A638 London Road, Retford; and B6006 Wollaton Road, Beeston are still in progress. 2026
35	Marketing and promotion of passenger transport	Promoting Travel Alternatives	Other	-	On-going	EMCCA / PT operators	EMCCA	Funded	Within existing Resources	On-going	Reduction in NO ₂ and PM as increased bus patronage	Increased passenger transport patronage	NCC undertakes various marketing campaigns in partnership with operators and NCiC – coordinated through the Greater Enhanced Partnership. Sales & Marketing Plan continues to be delivered to help promote public transport. Network maps produced to coincide with route/timetable changes	

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36	Sustainable Travel information for the Public	Public Information	Via the internet	2010	On-going	BBC Climate Change Manager	LA-BBC	Not Funded	Within existing resources	On-going	Reduced Emissions of NO ₂ and PM	Increased use of public transport	- The Travel Choice website provides information and advice to residents, jobseekers and businesses, on sustainable travel options within the county - School travel Toolkit (see measure No.66) - BBC have leaflets on safe cycling on the tram lines, bus routes, Broxtowe cycling map, Broxtowe Country and Erewash Valley routes and walking leaflets. These are all available in the Council reception. - Sustainable Travel methods are also available on the main council website.	On-going
37	Concessionary fare schemes	Transport Planning and Infrastructure	Other	On-going	On-going	EMCCA / PT operators	EMCCA	Funded	> £10 million	Implementation	Reduced emissions due to increased bus patronage.	Increased passenger transport patronage	Countywide off-peak concessionary public transport fare scheme available for the over 60s and disabled. Targeted ticketing discounts for young people.	
38	Taxi Licensing Conditions	Promoting Low Emission Transport	Taxi Licensing conditions	2018	On-going	BBC Licensing Team - Licensing Manager	N/A	Not Funded	N/A	On-going	Reduction in NO ₂ and PM as cleaner vehicles	Reduced Emissions	No vehicle older than 8 years will be licensed on first application. Petrol fuelled vehicles must be Euro 5 or above Diesel fuelled vehicles must be Euro 6	On-going
39	To Increase the number of low emission and electric vehicles licensed as Taxis by Broxtowe Borough Council.	Promoting Low Emission Transport	Taxi Licensing conditions	2020	On-going	BBC Licensing Team - Licensing Manager	N/A	Not Funded	N/A	On-going	Reduction in NO ₂ and PM as cleaner vehicles	Number of LEV and Electric Vehicles licensed within the borough as Taxis	Broxtowe Borough Council currently licence 5 Electric vehicles, 44 Hybrid vehicles and 51 Euro 6 Vehicles out of the 100 Vehicles that are licensed to operate as Taxis. This is an increase from last year.	On-going
40	To Investigate the feasibility of incentives for Taxi Drivers to purchase low emission or electric vehicles	Promoting Low Emission Transport	Taxi emission incentives	2020	2024	BBC Licensing Team - Licensing Manager	N/A	Not Funded	N/A	Planning	Reduction in NO ₂ and PM as cleaner vehicles	% uptake of the incentive if implemented.	The Implementation of National Standards in November 2022 were not in relation to LEV or electric vehicles. Therefore, a project of looking at incentives for drivers of low emission vehicles needs to be looked at.	On-going

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41	To consult with Taxi Trade about Increasing the number of Low Emission and Electric vehicles licensed	Promoting Low Emission Transport	Other	2020	2025	BBC Licensing Team - Licensing Manager	N/A	Not Funded	N/A	Planning	Reduction in NO ₂ and PM as cleaner vehicles	Increase in the number of LEV and Electric Vehicles licensed within the borough as Taxis	This needs to be looked at when the results of measure 39 are known. In order to increase numbers, we need an incentive to purchase LEV and Electric vehicles.	On-going
42	To amend the Taxi Policy as required following consultation on Increasing the number of low emission and electric vehicles licensed	Policy Guidance and Development Control	Other policy	2020	2025	BBC Licensing Team - Licensing Manager	N/A	Not Funded	N/A	Planning	Reduction in NO ₂ and PM as cleaner vehicles	Number of LEV and Electric Vehicles licensed within the borough as Taxis	The Taxi Policy will need amending once Measures 38 and 39 have been concluded	Ongoing
43	To Replace older combination boilers and system boilers to Seasonal Efficiency of a Domestic Boiler in the UK (SEDBUK) A rated condensing boilers	Other	Other	2020	On-going	BBC Capital Works - Capital Works Manager	LA-BBC	Funded	£10k -£50k	On-going	Reduced emissions due to more efficient boilers	Number of boilers replaced	The replacement of the remaining less efficient units (less than 1%) is planned. The typical life cycle of a unit is 15 years. Therefore, the current stock needs to be replaced as it becomes beyond its serviceable life. This is a 15 year Rolling program	On -going
44	To Install Air Source Heat pumps on all new builds owned by the Council (Except Section 106)	Other	Other	2021	2024 and On-going	BBC Capital Works - Capital Works Manager	LA-BBC and Homes England	Funded	£1m/£10m	Implementation and on-going	Reduced emissions due to more efficient boilers	Increase in new builds having air Source heat pumps as a form of heating	Air source heat pumps are now installed in the Councils new build properties	On-going
45	To investigate and consider suitable alternative replacements for the remaining electrically heated Council properties	Other	Other	2020	2025 On-going	BBC Capital Works - Capital Works Manager	LA-BBC	In existing funds	£100k/£500k	Success of the trials for cleaner heating technology	Reduced emissions due to more efficient and cleaner technologies to heat the council properties	Efficiency rating of new heating replacements.	- High heat retention units were being fitted as replacements in 2022 and this will be continuing in future years - Air source heat pumps will also be considered at suitable properties where a retro fit solution is possible.	On-going Approx 60 properties left to replace
46	Low Emission Vehicle Procurement	Promoting Low emission transport	Company vehicle Procurement - prioritising uptake of low emission vehicles	2017, 2019 and 2020	2024	BBC Transport and Stores Manager	LA-BBC	Funded	£10k - £50k	On-going	Reduced Emissions of NO ₂ and PM	Reduction in NO ₂ and PM due to cleaner vehicle technology	- All new fleet vehicles at BBC are Euro6 emissions compliant. There are 95 fleet vehicles, and they are on a 12-year replacing rolling programme. - BBC has purchased two new Euro 6	A report is being prepared to take to cabinet to reduce the cycle from 12 years to 7 years

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													Refuse Collection vehicle in the financial year 25/26 replacing two older vehicles. • BBC currently operate a fleet of 10 electric vans	On- going
47	To develop a plan for future infrastructures to support growth in BBC's Electric Fleet and the domestic use of Electric Vehicles	Vehicle Fleet Efficiency	Other	2020	2025-2026	BBC Transport and Stores Manager	LA-BBC and External grant – Grant provider not currently known	-	>£10 million	Planning	Reduction in NO ₂ and PM due to increased use of low emission vehicles.	Reduction in NO ₂ and PM due to cleaner vehicle technology	A review is currently being undertaken to determine the necessary infrastructure to accommodate the move to an electric fleet. This is being undertaken in partnership with Midlands Zet Zero Hub. Update: This is still cost prohibitive and no decision will be made regarding EV infrastructure until a clear picture of LGR has been established and decisions regarding the future of the Kimberley Depot have been agreed.	Prohibitive cost 2025/2026
48	To investigate the viability of obtaining equipment and software that will record BBC Fleet Vehicle driver's behaviour, and enable a training programme to be established to improve efficiency	Vehicle Fleet Efficiency	Driver training and ECO driving aids	2020	2025-2026	BBC Transport and Stores Manager	LA-BBC	Funded	Within existing resources	Planning	Reduction in NO ₂ and PM due to improved driving efficiency.	Number of employees that have undergone driver training.	An investigation into the viability of obtaining equipment and software that will record driver behavior and enable a training programme to be established. The purchase of undated hardware is being proposed A business case for the purchase and subscription of Tachograph analysis software has been submitted for ICT review. Update – The above business case is having to be redrafted with a new software supplier, and the identified provider did not meet the security requirements demanded by the Head of ICT.	2025/26 On-going
49	Capital Fleet Vehicle Replacement for HGV's	Vehicle Fleet Efficiency	Other	2020	2021-2024	BBC Transport and Stores Manager	LA-BBC	Funded	£500k - £1 Million	On-going	Reduction in NO ₂ and PM due to replacement of older HGV's.	Number of replacement HGV's	The Capital Vehicle Fleet replacement programme for HGV's (Refuse Freighters 26 Tonnes) identified for replacement will be replaced with Euro standard engines (Euro 6 onwards). • £750k per annum • Before purchasing, consideration will be	On-going

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													given based on practicality and economics of the adoption of new technologies that have come to market. This includes Electric and Hydrogen Propulsion methods.	
50	Vehicle Emissions Testing	Vehicle Fleet Efficiency	Testing Vehicle Emissions	On-going	On-going	BBC Transport and Stores Manager	LA - BBC	Not Funded	Within existing resources	On-going	Reduction in NO ₂ and PM as regular serviced and maintained vehicles to ensure they are operating efficiently.	Reduced emissions	• All BBC Fleet vehicles are annually emission tested in house prior to MOT Emission testing.	On-going
													• BBC also undertakes additional emissions tests on all fleet vehicles if any new fuel or engine components have been changed. This is to ensure vehicle emission compliance.	On-going
													• Update: All BBCs commercial fleet of vehicles (95) are now being fuelled with HVO instead of Diesel.	On-going
51	To provide all new allotment tenants within the borough, a Tenancy agreement regarding bonfires.	Public Information	Other	2012	On-going	BBC Parks and Open Spaces – Environmental Development Officer	LA-BBC	Not Funded	N/A	On-going	Reduction in Particulates due to reduction of bonfires on site	Reduction in bonfires from allotments within the borough.	All new allotment tenants within the borough are provided with a tenancy agreement which includes the following information: bonfires should only be used on very rare occasions, and due consideration for other allotment holders and neighbouring properties must be used at all times. They must only be in the period 1st October to 31st March and only used to burn non compostable garden waste that is produced on the allotment.	On-going
52	To regularly communicate with all allotment providers in the borough to discourage the use of bonfires to dispose of garden waste	Public Information	Other	2023	2024	BBC Parks and Open Spaces – Environmental Development Officer	LA-BBC	Not Funded	N/A	Planning	Reduction in Particulates due to reduction of bonfires on site	Reduction in bonfires from allotments within the borough.	In January 2027 the allotment newsletter will include a section about bonfires and discouraging them, and using alternative methods to dispose of garden waste	2027

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53	To investigate the feasibility of increased provision for cycle parking in the Borough	Alternatives to private vehicle use	Other	2022	2025/26	BBC Head of Economic Development and Regeneration.	UKSPF & MHCLG LRF	Funded	Not yet calculated	Planning	Reduced Emissions of NO ₂ and PM	No of cycle parking spaces in the borough	Additional cycle facility projects have been installed in Stapleford, (3 different sites). Kimberley 2 x sites and Eastwood	Of the three routes investigated in 2025 only one remains viable - provided that funding from Sustrans is attained
54	To investigate the provision of an E bike Scheme within the borough	Alternatives to private vehicle use	Other	2024	2026	BBC Head of Economic Development and Regeneration.	LA-BBC, UKSPF and private sector	Funded	<£10k	Planning	Reduced Emissions of NO ₂ and PM	Number of Kilometres cycled	A pilot has been introduced for an E bike Scheme within the borough (currently just in Beeston) Lime bikes are the delivery partner	Update will be provided in the 2027 ASR
55	Improving the cycle network in Stapleford	Transport Planning and Infrastructure	Cycle Network	2022	2026	BBC Economic Development - Regeneration Projects Manager	Stapleford Towns Deal	Funded	£1m-£10m	Planning	Reduced Emissions of NO ₂ and PM	Reduced emissions due to increase in cycling	Funds have been sourced through the Stapleford Towns Deal to improve and encourage cycling within Stapleford by improving the cycling infrastructure. Work continues to improve the paths within Stapleford; the cycle network has been scaled back and focus on All travel routes. Footpath and crossing improvements as well as path widening and access gates to recreational grounds are all due to completed summer 2026.	Rising costs for required LTN/120 Standards, changes and adaptations to cycle path routes have delayed and reduced the scale of the projects.
56	To develop and improve the Cycle Network from Newdigate Street, Kimberley to Low Wood Road, Nuthall	Transport Planning and Infrastructure	Cycle Network	2025	TBA	BBC Kimberley Means Business Manager	Kimberley Means Business project	Not Funded	£500k - £1m	Planning	Reduced Emissions of NO ₂ and PM	Reduced emissions due to increase in cycling	- To develop and improve cycle routes between Kimberley School on Newdigate Street and Low Wood Road as part of the Kimberley Means Business project. - To Improve the route, the lighting and surfaces of other paths used by walkers and cyclists.	Completion is now dependent on further funding. A full feasibility plan has been developed with Sustrans and the scheme can be considered 'shovel ready' KMB finance was diverted to other, more viable, projects.
57	Installation of EV Fuel Charging Points	Transport Planning and Infrastructure	Other	2026	2026/27	BBC Kimberley Means Business Manager	Kimberley Means Business Project	Funded	£25k-£50k	Under Construction	Reduced Emissions of NO ₂ and PM	Reduced emissions due to use of electric fuel rather than petrol/diesel	Installation of 6 EV charging points at Viaduct View Business Park with further 4 points planned for Giltway development	
58	Cycle Repair Workshops	Alternatives to Private Vehicle use	Other	2022	2023	BBC Economic Development - Regeneration Projects Manager/ RideWise	Stapleford Towns Deal/ RideWise	Funded	£10-£50k	Implemented	Reduced Emissions of NO ₂ and PM	Reduced emissions due to increase in cycling	RideWise continue to support the Cycle Hub. They have supported 1642 people to date with bike repairs.	Grant funds are now complete. RideWise are now in a trial period to test out a sustainable

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														option for the cycle hub.
59	Cycling network and Infrastructure	Transport Planning and Infrastructure	Cycle network	2018/19	On-going	NCC / Via EM	LGF/ DfT / developer contributions	Not Funded	Various	Planning	Reduced Emissions of N02 and PM	Increased cycling trips	Cycling infrastructure improvements are delivered as part of NCC's annual integrated transport programme. However, costs are extremely high so NCC requires external funding to deliver them. NCC submits bids for Active Travel England funding through EMCCA, and districts secure developer contributions for improvements as part of new developments. The D2N2 Local Cycling and Walking Infrastructure Plan (LCWIP) will be used to help identify and prioritise future improvements should DfT funding be made available for their delivery.	- The D2N2 LCWIP will be used to help identify potential future cycle improvement schemes. - Any future cycle improvement schemes will be subject to funding availability, feasibility consultation, and approvals. - A potential barrier to such projects is the availability of funding, feasibility and public acceptable of proposals.
60	Cycling networks as part of Active Travel Funding (ATF) Tranche 4	Transport Planning and Infrastructure	Cycle network	2023	On-going	NCC	Active Travel Fund (ATF)	Funded	£1 million - £10 million	On-going	Reduced Emissions of N02 and PM	Increased cycling trips	In May 2023, the government announced that NCC were successful in securing £1.1m from Tranche 4 of the Active Travel Fund (ATF), for the development of a new walking and cycling facility along Baulk Lane, Stapleford. The scheme is due to be completed in March 2026.	Due to be completed in March 2026
61	Cycling network and infrastructure as part of Towns Fund	Transport Planning and Infrastructure	Cycle network	2015	On-going	BBC/NCC / Via EM	Towns Fund	Funded	£1 million - £10 million	On-going	Reduced Emissions of N02 and PM	Increased cycling trips	- Cycle hub installed at Beeston Train Station in 2015 to integrate with bus/rail services. - BBC's Towns Fund included cycle/pedestrian infrastructure (funding amount to be determined by Board and scheme proposals subject to feasibility, consultation, and	A potential barrier to such projects is lack of future revenue funding. The Towns Fund funded proposals are still subject to feasibility, consultation,

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													County Council Cabinet Member approval). Improvements and new crossing on Pasture Lane underway.	and County Council Cabinet approval.
62	Cycle training	Promoting Travel Alternatives	Promotion of cycling	Circa 1970s	Ongoing	NCC	DfT funding/PH funding	Funded	Various	Implemented and On-going	Reduced Emissions of NO ₂ and PM	Increased cycling trips	- Across the county, 4,782 people received cycle training during 2025/26 and in Broxtowe specifically, training was delivered to 561 people. - Implementation is ongoing.	Figures provided include attendees from Bikeability, Learn to Ride and Balanace Bike sessions. Cycle training delivery is planned to be scaled up over the coming years.
63	Marketing of cycling	Promoting Travel Alternatives	Promotion of cycling	2010 and 2017	On-going	NCC	NCC	Not Funded	within existing resources	Implemented and on-going	Reduced Emissions of NO ₂ and PM due to increased cycling uptake	Increased cycling trips	- Marketing of cycling is undertaken in a variety of formats for both commute and leisure trips. Various NCC campaigns have been undertaken including 'cycling week', 'Notts Routes & Rides' and cycle maps. - NCC's website and Travel Choice webpages provide information on cycling across the county (for residents and businesses)	Travel Choice website: Nottinghamshire County Council Cycle
64	Marketing of walking	Promoting Travel Alternatives	Promotion of walking	-	On-going	NCC	NCC	Funded	Within existing resources	Implemented and on-going	Reduced Emissions of NO ₂ and PM due to more people walking	Increased walking trips	General promotion (e.g. website and literature) ongoing. NCC's website and Travel Choice webpages provide information on alternatives to using private vehicles, including cycle maps, leisure 'Routes and Rides' and the Rights of Way network	Travel Choice website: Nottinghamshire County Council Walk
65	Pedestrian infrastructure improvements	Transport Planning and Infrastructure	Other	2020	On-going	NCC / Borough and District Councils	NCC and various other sources of funding e.g. S38, S278 and S106	Funded	£100k to £500k	On-going	Reduction in NO ₂ and PM emissions as more people are walking	Increased walking trips	Pedestrian improvements (e.g. pedestrian crossing, dropped kerbs, footways) are developed and delivered as part of NCC's annual integrated transport programme. In addition to the integrated transport block funding, improvements are also delivered using funding secured through	NCC's annual integrated transport programme is published on the Council's website: Decision Details: Highways Capital and Revenue Programmes 2025-26

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													the planning process (e.g. S38, S106, S278).	Schemes identified are subject to feasibility and availability of funding. A potential barrier to such schemes is the lack of future funding.
66	School travel plans	Promoting Travel Alternatives	School Travel	2000	On-going	NCC	NCC	Not Funded	£10k - £50k	Completed	Reduced Emissions of NO ₂ and PM if alternative methods of sustainable travel are used	Restrain average journey times in the morning peak to a 1% increase per year	- Following a trial with four pilot schools in 2019/20, the online school travel toolkit was rolled out to all County schools during the 2020/21 academic year. - The Nottinghamshire School Travel Toolkit provides school children, parents and staff with information and advice on improving travel to and from Nottinghamshire's schools.	Costs detailed are for the School Travel Toolkit only. There currently is not any funding available for delivering travel planning to individual schools. Link to School travel toolkit: School travel toolkit
67	Web based journey planners	Public Information	other	2019	On-going	EMCCA	EMCCA	Funded	within existing resources	Implemented	Reduction in NO ₂ and PM due to increase in sustainable travel	Increased walking/cycling/ passenger transport trips	Ride Journey Planner and Ticketing App implemented Ride UK	
68	Personalised travel planning	Promoting Travel Alternatives	Personalised Travel Planning	2010	On-going	NCC / AECOM	DfT Access Fund	Funded	£50k - £100k	Completed	Reduction in NO ₂ and PM due to increase in sustainable travel	Restrain average journey times in the morning peak to a 1% increase per year	- NCC have delivered Personalised Travel Planning (PTP) to residents, jobseekers, workplaces and schools across various parts of the county, over a number of years: including Beeston, West Bridgford, Newark, Ashfield, Mansfield and Worksop - The 2024 Capability Fund funded PTP project was delivered in Stapleford, during Summer 2025 with 4,024 households targeted and 865 households engaged. - The 2025 Capability Fund will be used to deliver a further PTP project, likely targeting households in Colwick during the Summer of 2026	Future PTP will be delivered should revenue funding sources be identified and secured for its delivery. Future capability funding will go directly to EMCCA to distribute to LAs

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69	Car Lease Scheme for BBC employees	Promoting low emission transport	other	2021	On-going	BBC Human Resources - Human Resources Manager	LA-BBC	Not Funded	-	Implementation	Reduction in NO ₂ and PM	Number of employees leasing ULEV	BBC has introduced a Car Lease Scheme in 2021 for employees, to encourage an uptake in ULEV to reduce emissions. This also includes electric vehicles. 7 employees have made use of the scheme, utilising EV/ULEV cars. 2 employees have returned vehicles, and 5 vehicles are currently being leased. Two of those employees is on their second vehicle.	Increase car costs also may limit affordability.
70	Encouraging the use of Hybrid or Electric vehicles for BBC employees	Promoting Low Emission Transport	Other	2020	On-going	BBC Payroll and Job Evaluation Manager	LA-BBC	Funded	Within existing resources	Implementation	Reduction in NO ₂ and PM	Number of employees using hybrid or electric vehicles	To encourage employees of BBC to purchase hybrid vehicles and electric vehicles for their personal/ business use. Eleven employees used a personal Electric vehicle and five used a ULEV in 2025.	On –going
71	Investigate the feasibility of a Council staff car sharing	Alternatives to Private Vehicle Use	Car Clubs	2020	On-going	BBC Human Resources - Human Resources Manager	N/A	Not Funded	N/A	Planning	Reduction in NO ₂ and PM	No of staff car sharing	Due to Covid-19 being prevalent and it is transmissible in confined spaces; this measure has been put on hold temporarily. However, staff in the future will be encouraged to travel together. Car clubs are going to be explored in 2025/26. An understanding of the infrastructure and availability/feasibility will be key to determining success. No further investigations have taken place due to capacity and staffing changes.	No progress
72	Promoting travel choices - Consideration of car club into the county	Alternatives to private vehicle use	Car Clubs	2023		NCC	NCC	Not Funded		On-going	Reduced emissions of NO ₂ and PM	Restrain average journey times in the morning peak to a 1% increase per year. A reduction in staff business emissions and cost, through both a car club and a wider	NCiC scheme introduced in 2014, with the provider reviewed in 2018. Expansion of scheme into county dependent on its success, which is still unclear. Work has been undertaken to look at the feasibility of a partnership with a Car	Dependent on the determination of business case and commercial operator coming forward. Barriers include financial risk, organisational culture (i.e. using personal cars less) and

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												review of staff travel habits.	Club operator in the county, for both residents and internal use (i.e. staff travel). The work will feed into a wider fleet review and review of staff business travel, with a few more aspects to be expanded upon. Funding for implementation to be determined.	specific service needs.
73	Cycle to work Scheme	Promoting Travel Alternatives	Promotion of cycling	2009	On-going	BBC Payroll and Job Evaluation Manager	N/A	Not Funded	Within existing resources	On-going	Reduction in NO ₂ and PM	No of bikes purchased through scheme	•Cycle to work Scheme – to assist and give tax relief on bike purchases for employees of BBC. Six employees purchased a bike through this scheme in 2025. Since the scheme started 200 employees have purchased bikes through the scheme. Mileage when using a bicycle is now paid at a higher rate of 45p per mile.	On-going
74	Flexible working arrangements	Promoting Travel Alternatives	Encourage/Facilitate Home Working	2012	On-going	NCC and BBC Human Resources - Human Resources Manager	N/A	Not Funded	N/A	On-going	Reduction in NO ₂ and PM due to employees not commuting	Restrain average journey times in the morning peak to a 1% increase per year	•NCC operates flexible working arrangements for all its staff. •BBC New Ways of Working was introduced in 2019, which allows and encourages employees to work from home when practical to do so.	On -going Agile working at BBC continues to benefit the organisation and give employees flexibility to effectively discharge their duties and minimize unnecessary travel.
75	To reschedule the dry recycling waste rounds to reduce fuel consumption and improve efficiency	Vehicle Fleet Efficiency	Other	2020	2025	BBC Environment – Interim Director of Environment and Leisure	N/A	Not Funded	N/A	Planning	Reduction in NO ₂ and PM due to efficient routes.	Reduced emissions	The round reschedule is currently in progress. Completion is anticipated in April 2026.	Once the main review has been undertaken, the route optimisation software that has been purchased will help to ensure that the on-going refuse rounds are working as efficiently as possible.
76	To reschedule the green waste rounds to reduce fuel consumption and improve efficiency	Vehicle Fleet Efficiency	Other	2020	On-going	BBC Environment – Interim Director of Environment and Leisure	N/A	Not Funded	N/A	Planning	Reduction in NO ₂ and PM due to efficient routes	Reduced emissions	The garden waste rounds are dictated by the number of subscribers to the service, and this is reviewed on an annual basis.	Route optimisation software will help to ensure that the on-going refuse rounds are

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														working as efficiently as possible.
77	To report on the percentage of fleet fuel consumption sourced from HVO and other low-emission fuels.	Vehicle Fleet Efficiency	Other	2026	On-going	BBC Environment – Interim Director of Environment and Leisure	N/A	Not Funded	N/A	Implementation	Directly reduces particulate matter (PM) and NOx emissions from fleet vehicles	Percentage of HVO and Low emission fuels usage.	To report on the percentage of fleet fuel consumption sourced from HVO and other low-emission fuels.	
78	To reduce the Number of return visits due to missed bin collections	Vehicle Fleet Efficiency	Other	2026	On-going	BBC Environment – Interim Director of Environment and Leisure	N/A	Not Funded	N/A	Implementation	Reduction in emissions as the number of repeated journeys are reduced	Reduced emissions	To reduce the Number of return visits due to missed bin collections - Monitored and reported on weekly	
79	Development of regional public transport ticketing	Transport Planning and Infrastructure	Public transport improvements- interchanges stations and services	2014	Ongoing	EMCCA / PT operators	EMCCA	Funded	>10Million	Implementation	Reduction in NO ₂ and PM due to increased passenger transport patronage	Increased passenger transport patronage	Multit-operator ticketing already in place locally, this will be augmented once the regional ticketing strategy has placed which will extend fare capping using contactless payment and enable "best fare" travel across bus and tram throughout the region.	Big IT project, being delivered at a national scale under the auspices of "project coral" which has its benefits and risks. Involves complex commercial agreements with operators.
	To replace cremators and associated plant including abatement system at Bramcote Crematorium	Environmental Permits	Other	2023	2025	BBC Project Manager, Capital Works	General fund, borrowing 50-50 split with Erewash Borough Council	Funded	£1m-£10m	Completed	Reduced Emissions	Reduced emissions due to more efficient cremators and plant	Measures to reduce pollution through replacing the current cremators to ones that using the Best Available Techniques (BAT) which are the best for preventing or minimising emissions and impacts on the environment. The new cremators are installed, and the new abatement plant was installed in the summer of 2025.	Complete
	Implementation of the Smoke Control Order	Policy Guidance and Developmental Control	Other Policy	2024	2030	BBC – Public Protection – Senior Environmental Health Officer	LA-BBC	Funded	£1k -£10k	Completed	Reduction in particulates	Completion of implementation plan	• The Order was sealed by BBC and approved by Defra in late 2024. The Smoke Control Order came into force in June 2025.	Complete
	To undertake a data quality review of boiler information held for Council Properties to determine whether they have been included in the replacement programme.	Other	Other	2020	2024	BBC Capital Works - Capital Works Manager	LA-BBC	Funded	£10k -£50k	Complete	Reduced emissions due to more efficient boilers	Identifying the number of boilers that need replacing	BBC will be undertaking a data quality review on boiler information held for the properties in question as we believe these may have already been incorporated in replacement programmes - this was completed in 2024.	Complete

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	To investigate and consider new heating technologies that are more efficient, effective and produce lower emissions	Other	Other	2020	2021 and ongoing 2023	BBC Capital Works - Capital Works Manager	Better Care fund	Funded	£50k - £100k	Complete	Reduced emissions due to more efficient boilers	Success of the trials for cleaner heating technology	Currently reviewing the development of hydrogen technology for boilers. Studies show that the emissions are reduced greatly. Subject to existing networks and Government. •A trial was undertaken for fitting air source heat pumps in 7 new builds in 2021 and in 5 new builds in 2022.	Complete - The trial was completed and included in future specifications to install air source heat pumps instead of gas boilers if possible Air source heat pumps are now installed in the Council's new build properties (except Section 106)
	Investigate ways to decarbonise BBC's fleet through alternative fuels	Vehicle Fleet Efficiency	Fleet efficiency and recognition schemes	2021	2024	BBC Environment - Head of Environment	LA-BBC	Not Funded	£100k - £500k	Complete	Reduction in NO ₂ and PM	Reduced emissions	• A report was submitted to Cabinet in July 2023, which approved the transition to HVO. The transition took place in April 2024.	Complete – all refuse vehicles and fleet vehicles (where appropriate) are HVO. This has resulted in a 95% reduction in fleet emissions and a 31% reduction in the Council's own operation carbon footprint.
	Installation of 7kW electric vehicle (EV) chargepoints at BBC Kimberley Depot for Public Sector Fleet Vehicles	Vehicle Fleet Efficiency	Other	2023	2025	BBC Transport and Stores Manager	Future Transport Zones (FTZ) funding	Funded	£10k - 50k	Completed	Reduced Emissions of NO ₂ and PM	Reduction in NO ₂ and PM due to cleaner vehicle technology	Four new 7kW electric vehicle (EV) charge points were installed at Kimberley Depot (increasing the number to six.) in 2024 • Nottingham City Council was awarded a grant as part of the Future Transport Zones (FTZ) funding, to develop and operate an EV charging network across the Nottingham, Nottinghamshire, Derby and Derbyshire (D2N2) region. The charge points when installed will form part of a network of public sector organisations who have agreed to share the EV chargepoints which will enable the delivery of collective efficiencies in EV operations across the region. • These chargepoints are for the use of any Council operated fleet	Complete

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													across the region. BBC's financial contribution for these was: £15,796	
	To write an Electric Vehicle Infrastructure (EVI) Strategy for the Borough of Broxtowe	Promoting Low Emission Transport	Procuring alternative refuelling infrastructure to promote low emission vehicles, EV charging, gas fuel charging	2023	2024	BBC Climate Change Manager	LA-BBC	Not Funded	Within existing resources	Completed	Reduced Emissions	Improving Air Quality, reduced Emissions by promoting EV charging locations	The Strategy is to facilitate access to a reliable Electric Vehicle Infrastructure (EVI) for residents, businesses and visitors, which will help to support the decarbonisation of transport and travel within the Borough. • The Management Strategy for the expansion of EVI across Broxtowe Borough is going to Cabinet in July 2024. • UPDATE – This was approved in July 2024	Complete - - Adopted in July 2024.
	To revoke the current Smoke Control Orders and introduce a new single Smoke Control Order which will be supported the Smoke Control Order Enforcement Policy	Policy Guidance and Development Control	Other Policy	2023	2024	BBC Public Protection - Senior Environmental Health Officer	Defra	Funded	£10k -£50k	Completed	Reduction in Particulates	% of people not complying with the Enforcement Policy	Broxtowe Borough Council has also formally adopted a Smoke Control Order Enforcement Policy in October 2023 to support enforcement of its Order and enable improved future regulation of the issue. Public consultation will be undertaken in 2024 about Revoking the Previous smoke control Orders and to introducing a new Smoke Control order (Minus the moored vessels) The Council have therefore made a Smoke Control Orders Revocation Order, and this will be consulted on and subject to Secretary of State approval, be brought into effect replacing all current smoke control orders.	Complete - The Order was sealed by BBC and approved by Defra in late 2024.
	To Undertake phase two of the public consultation on Smoke Control Areas to Revoke the Previous Smoke Control Orders and to introduce the new Smoke	Public Information	Other	2022	2024	BBC Public Protection - Senior Environmental Health Officer	Defra	Funded	<£10k	Completed	Reduction in Particulates	% of people that responded to the public Consultation	To undertake public consultation on Smoke Control Areas. Revoking the Previous smoke control Orders and to introducing the new Smoke Control order (Minus the moored vessels) This was undertaken in 2024.	Complete

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	Control order (minus the moored Vessels)													
	Undertaken Phase 1 public consultation on Smoke Control Areas introducing the new Smoke Control order including Moored Vessels	Public Information	Other	2022	2023	BBC Public Protection - Senior Environmental Health Officer	Defra	Funded	<£10k	Completed	Reduction in Particulates	% of people that responded to the public Consultation	To undertake public consultation on Smoke Control Areas introducing the new Smoke Control order. This was undertaken in 2023	Complete
	To write a Smoke Control Order Enforcement Policy and to get BBC to formally adopt it.	Policy guidance and Development Control	Other Policy	2022	2023	BBC Public Protection - Senior Environmental Health Officer	LA-BBC	Funded	Within existing resources	Completed	Reduction in Particulates	Improving Air Quality by taking action to reduce Emissions	- To write a Smoke Control Order Enforcement Policy and to get BBC to formally adopt it. - Broxtowe Borough Council has also formally adopted a Smoke Control Order Enforcement Policy in October 2023 to support enforcement of its Order and enable improved future regulation of the issue.	Complete
	Investigation into whether it is feasible for free parking in the borough car parks for Electric and Hybrid vehicles	Traffic Management	Emission based parking or permit charges	2020	2021 2023	BBC Parking services – Parking Manager	LA - BBC	Funded	Currently unknown	Completed	Reduction in NO ₂ and PM by encouraging ULEV to utilise free parking	% Usage of spaces for Electric and Hybrid vehicles if this measure is introduced	- There are currently 28 x 7KW Electric Vehicle spaces, an x 2 rapid Electric Vehicle charging spaces, totalling 30 spaces. - To be explored as part of the new Electric Vehicle strategy. It is currently not free to park and this would need consideration by members Any free provision would have to be managed by limiting time, otherwise it would reduce the availability of spaces for Electric Vehicles UPDATE: BBC's Committee reviewed the report in October 2023 and voted against free parking in the borough for Electric and hybrid vehicles.	Complete.
	To take on the provision of the cycle store at Beeston's Railway Station	Alternatives to private vehicle use	Other	2022	2024	BBC Head of Asset Management	LA-BBC	Funded	<£10k	Completed	Reduced Emissions of NO ₂ and PM	Number of bikes using the cycle store	Due to the risk of closure, BBC have taken over the provision of the cycle store at Beeston Railway station, to ensure that it is still	Complete

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													available for the public to use.	
	To install a cycle track on the Ilkeston Road Recreational Ground in Stapleford	Promoting travel Alternatives	Promotion of Cycling	2022	2023	BBC Project Manager, Capital Works	Stapleford Towns Deal	Funded	£100k-£500k	Completed	Reduced Emissions of NO ₂ and PM	Reduced emissions due to increase in cycling	Funds have been sourced through the Stapleford Towns Deal to improve and encourage cycling within Stapleford. A new cycle track was installed on the Ilkeston Road Recreational Ground in Stapleford in Works completed in March 2023	Complete
	To install a Cycling proficiency track to assist children/adults when learning to ride bikes	Promoting travel Alternatives	Promotion of Cycling	2022	2023	BBC Project Manager, Capital Works	Stapleford Towns Deal	Funded	£100k-£500k	Completed	Reduced Emissions of NO ₂ and PM	Reduced emissions due to increase in cycling	Funds have been sourced through the Stapleford Towns Deal to encourage cycling within Stapleford. A new cycle proficiency track was installed on the Ilkeston Road Recreational Ground in Stapleford in Works completed in March 2023	Complete
	To install bicycle parking stands at the Ilkeston Road Recreational Ground in Stapleford	Promoting travel Alternatives	Promotion of Cycling	2022	2023	BBC Project Manager, Capital Works	Stapleford Towns Deal	Funded	£10k-£50k	Completed	Reduced Emissions of NO ₂ and PM	Reduced emissions due to increase in cycling	Funds have been sourced through the Stapleford Towns Deal to encourage cycling within Stapleford. Nine new bicycle parking stands was installed on the Ilkeston Road Recreational Ground in Stapleford in Works completed in March 2023	Complete
	To investigate the feasibility of BBC employees having staff discounts with NET when using their trams	Alternatives to private Vehicles use	Other	2022	2023	BBC Human Resources - Human Resources Manager	LA-BBC	Not Funded	-	Completed	Reduction in NO ₂ and PM due to increase in sustainable travel	Restrain average journey times in the morning peak to a 1% increase per year	To investigate the feasibility of BBC employees having staff discounts with NET when using their trams. Employees were surveyed to express an interest to determine feasibility of progressing discussions. UPDATE: Following discussions with NET in 2022, the employer must buy the tickets in advance – which makes feasibility difficult. Employees were asked to express an interest in potential tram discounts, but the interest was minimal.	Complete
	Car sharing scheme	Alternatives to private vehicle use	Car & lift sharing schemes	Early 2000s	2023	NCC	Local Authority	Funded	<£10k annually	Completed	Reduction in NO ₂ and PM	Restrain average journey times in the morning peak to	Covid-19 pandemic has impacted on people's travel to work patterns/behaviours,	Complete Funding could not be justified and hence

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												a 1% increase per year	which has impacted significantly on car sharing demand. A review of the car sharing scheme found 3,250 members were registered, but not active. Activity and use of the scheme has been minimal for a number of years and consequently funding could not be justified and hence the licence has not been renewed.	licence has not been renewed.
	Development of Local Cycling and Walking Infrastructure Plan (LCWIP)	Transport Planning and Infrastructure	Cycle network	2019	2023	NCC/NCiC/DCC/DCiC/borough and district councils/Sustrans/other stakeholders	DfT funding	Funded	Within existing resources	Completed	Reduced Emissions of N02 and PM	Increased levels of cycling	- A D2N2 Local Cycling and Walking Infrastructure Plan (LCWIP) has been developed. - Data collected; three stakeholder events held to date, and further public engagement on the D2N2 LCWIP took place between December 2022 and March 2023. - The D2N2 LCWIP will become the responsibility of the East Midlands Combine County Authority (EMCCA) and will be reviewed and continue to evolve and develop over time.	Future countywide cycling infrastructure priorities will be identified through technical analysis undertaken as part of the LCWIP development (which along with other priorities, takes into consideration air quality) and will be subject to feasibility, consultation, and County Council Cabinet Member approval. The D2N2 LCWIP public engagement focused on cycle corridors only, and not specific schemes. Any future cycle improvement schemes will be subject to funding availability, feasibility consultation, and approvals.
	Electric Vehicle Fleet Procurement for	Vehicle Fleet Efficiency	Other	2019	2023	BBC Transport and Stores Manager	LA-BBC	Funded	£100k-£500k	Completed	Reduced Emissions of N02 and PM	Reduction in N02 and PM due to cleaner vehicle	The Council currently has a fleet of 9 small vans (below 2 Tonnes). Two of these vehicles	

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	small vans below 2 tonnes											technology and the procurement of two electric fleet vehicles.	have been replaced with electric vehicles at a cost of £45k. • From 2021 to 2023 all 9 vehicles (small vans) have now been replaced with Electric Vehicles.	Complete
	Encouragement of low-emission public transport fleets	Vehicle Fleet Efficiency	Vehicle Retrofitting programmes	2018	2022	NCC/Operators	NCC/OLEV - Clean Bus Technology Fund	Partially Funded	£500k-£1Million	Completed	Reduction in NO ₂ and PM due to increased use of low emission vehicles.	Reduced Emissions and On-going take-up of cleaner vehicles	- NCC has invested £0.94m from the Clean Bus Technology Fund in Feb 2018 to retrofit older buses. This is in addition to operator investment in new Euro VI standard buses on some routes - Trentbarton invested in Euro VI vehicles for indigo and Rainbow 1 in 2020	Complete
	Review of on-street car parking in and around the AQMA	Traffic Management	Workplace Parking Levy, Parking Enforcement on highway	-	2022	NCC	LA-NCC	Funded	-	Completed	Restrain average journey times in the morning peak to a 1% increase per year	Reduced emissions by reducing congestion on the roads in and around the AQMA	- Introduction of junction protection and targeted roadside parking restrictions (including bus stop clearways) along feeder corridors into the AQMA to help traffic flows/journey times. - Parking restrictions already in place, no additional side-road/off-line locations currently identified as requiring restrictions to aid traffic flow; but annual programmes of such schemes are developed should any be required in the future	Complete
	To raise awareness of anti-idling legislation with local bus companies and Taxi's that operate within the borough	Vehicle Fleet Efficiency	Fleet efficiency and recognition schemes	2020	2021 2022	BBC Public Protection – Environmental Health Officer	N/A	Not Funded	N/A	Completed	Reduced Emissions from raising awareness	Improving Air Quality, reduced Emissions and Raising awareness	All local bus companies that operate within the borough were notified of anti-idling legislation and the associated health effects in 2021. All taxis that operate within the borough were notified of anti-idling legislation and the associated health effects via a leaflet in 2022	Complete Complete
	Increase the number of Electric Vehicle Charging Points in the Borough Car Parks.	Transport Planning and Infrastructure	Other	2020	2021	BBC Parking services – Parking Manager	BP charge master	Funded	70K for 14 x 7kw units and £90K for 2 x 50kw units	Completed	Reduction in NO ₂ and PM due to increased use of electric vehicles.	% Usage of EVCP	• This is undertaken in association with BP chargemaster, who fund the capital and revenue for number of years BBC lose income by	Complete

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													dedicating spaces solely for Electric Vehicle use. • 2 x rapid fast charges were installed at Victoria Streetcar park Stapleford in 2021; BBC has dedicated 4 spaces for Electric Vehicle use.	
	To Investigate providing all allotments within the borough with green waste recycling collections	Other	Other	2020	2021	BBC Environment - Head of Environment	LA-BBC	Not Funded	Within existing resources	Completed	Reduction in Particulates due to reduction of bonfires on site	Reduction in bonfires from allotments within the borough.	- Multi team meeting taken place to discuss the feasibility of this. Several factors need resolving to determine whether this is a viable option. - One allotment holders' group has been written too, in order to ascertain the extent of the waste produced. - Update: The investigation determined that providing all allotments with a garden waste collection was not feasible.	Complete
	To consult all tenants on one allotment site in the borough about a total ban on bonfires on allotment sites as a means of disposing of green waste	Public Information	Other	2020	2021	BBC Parks and Open Spaces – Environmental Development Officer	LA-BBC	Not Funded	N/A	Complete	Reduction in Particulates due to reduction of bonfires on site	Reduction in bonfires from allotments within the borough.	A questionnaire was sent to all allotment holders at one allotment site re waste. 118 questionnaires were sent, 57 were returned. 14 supported a ban, 41 said No, 2 didn't answer. 54 of the responses said that they do compost their green waste.	Complete
	Installation of new cycle stands in the Borough	Alternatives to private vehicle use	Other	2020	2021	BBC Head of Asset Management	LA - BBC	Not Funded	Within existing resources	Completed	Reduced Emissions of N02 and PM	No of cycle parking spaces in the borough	New cycle stands were installed at Beeston Train station and in Eastwood and Beeston Town Centres. Improved stands Kimberley Leisure Centre and Council Offices.	Complete
	To have Air Quality as a priority in the Nottinghamshire Joint Health and Wellbeing Strategy and the Nottinghamshire ICS Green Plan [led by the NHS].	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	2021	2021	NCC and NHS	N/A	Funded	N/A	Completed	Reduced Emissions from raising awareness	Raising awareness and reduced emissions	Air Quality is now a priority in the 2022 - 2026 Nottinghamshire Joint Health and Wellbeing Strategy and the Nottinghamshire ICS Green Plan [led by the NHS].	Complete
	Cycling networks as part of Active Travel Funding (ATF) Tranche 1	Transport Planning and Infrastructure	Cycle Network	2020	2020	NCC	Active Travel Fund (ATF)	Funded	£1m - £10m	Completed	Reduced emissions of N02 and PM	Increased cycling trips	The government set up the Active Travel Fund to support the Gear Change strategy and to provide funding to	Complete

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													support local authorities in implementing measures which will benefit walking and cycling. The first tranche of funding was announced in May 2020. NCC secured £0.26m towards the County Council's Emergency Active Travel Fund (Tranche 1) proposals, aimed at delivering quick emergency interventions to make cycling and walking safer.	
	To get the Nottinghamshire Air Quality Strategy endorsed by portfolio holders	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	2020	2020	BBC Public Protection – Environmental Health Officer	N/A	Not Funded	N/A	Completed	Reduced Emissions from raising awareness	Improving Air Quality, reduced Emissions and Raising awareness	•The NAQS was endorsed by portfolio holders in 2020.	Complete
	Joint Strategic Needs Assessment	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	2017	2020	NCC/NCiC/Borough and District councils	LA	Funded	N/A	Completed	Reduced Emissions from raising awareness	Raising awareness and reduced emissions	• Air Quality is now a chapter in the Joint Strategic Needs Assessment and part of the health and wellbeing Board considerations. • Reviewed and updated in 2020.	Complete
	To contribute to Nottinghamshire Air Quality Strategy (NAQS)	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	2018	2020	NCC/NCiC/ Borough and District councils	N/A	Not Funded	N/A	Completed	Reduced Emissions from raising awareness	Improving Air Quality, reduced Emissions and Raising awareness	•Strategy reviewed and rewritten; and the draft was approved at the Nottinghamshire County and City Health & Wellbeing Board in 2019. • The NAQS has been endorsed by portfolio holders and its published online	Complete Complete
	Nottingham Go-Ultra Low programme - promoting uptake of LEVs	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	2016	2020	NCiC and NCC	OLEV funding	Funded	£1 Million-£10 Million	Completed	Reduction in NO ₂ and PM due to increased use of low emission vehicles.	On-going take-up of cleaner vehicles	• £6.1m of funding was secured for 2016-2020 through the Go Ultra Low (GUL) programme. • 123 locations in the county have been investigated for the potential provision of EV charge points as part of GUL project, with total of 68 chargers installed across 22 sites in Nottinghamshire between 2019-20. • In Broxtowe, 24 sites were investigated; of which 5 were feasible; providing 1 rapid, 19	Complete

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	Eco-driver training sessions	Vehicle Fleet Efficiency	Driver training and ECO driving aids	2012	2018	NCC	LA –NCC	Not Funded	Within existing resources	Completed	Reduction in NO ₂ and PM due to improved driving efficiency.	Reduced emissions	Eco-driving training sessions held for NCC staff	Complete
	Encouragement of low-emission public transport fleets	Vehicle Fleet Efficiency	Promoting low emission public transport	2017	2017	NCC	NCC/OLEV - Low Emission Bus Scheme	Funded	£100k-£500k	completed	Reduction in NO ₂ and PM due to increased use of low emission vehicles.	Reduced Emissions and On-going take-up of cleaner vehicles	- NCC secured £527,000 OLEV funding and match funded the scheme with £410,000 from its transport budget. - Introduction of two electric buses serving communities in Beeston and Stapleford.	Complete
	Fleet vehicle tracking system	Vehicle Fleet Efficiency	Driver Training and ECO driving aids	2015	2017	BBC Transport and Stores Manager and NCC	LA – BBC and NCC	Not Funded	Within existing resources	Completed	Reduction in NO ₂ and PM due to improved driving efficiency and efficient routes.	Reduced emissions	- All BBC & NCC fleet vehicles are fitted with a vehicle tracking system, which records vehicle speed and idling time. - measures can be implemented e.g. staff training, to improve fleet efficiency.	Complete Complete
	Zoning of refuse collections	Vehicle Fleet Efficiency	Other	2016	2017	BBC Transport and Stores Manager	LA - BBC	Not Funded	Within existing resources	Completed	Reduction in NO ₂ and Particulate Matter as there is one less fleet vehicle used.	Reduced emissions	A review of the refuse collection areas	Complete The Refuse round restructure is now complete, and we have reduced the fleet size by one vehicle.

KEY: BBC =Broxtowe Borough Council, DCC= Derbyshire County Council; DCiC= Derby City Council; EMCCA = East Midlands Combined County Authority NCC= Nottinghamshire County Council,

NH = National Highways, NCiC= Nottingham City Council, DfT = Department for Transport.

= Three Key Measures

= Measures that were completed in 2025

= Measures that were completed between 2017 - 2024

2.3 PM_{2.5} – Local Authority Approach to Reducing Emissions and/or Concentrations

As detailed in Policy Guidance LAQM.PG22 (Chapter 8) and the Air Quality Strategy², local authorities are expected to work towards reducing emissions and/or concentrations of fine particulate matter (PM_{2.5}). There is clear evidence that PM_{2.5} (particulate matter smaller 2.5 micrometres) has a significant impact on human health, including premature mortality, allergic reactions, and cardiovascular diseases.

BBC purchased a Zephyr real time sensor in late 2021, which was installed in 2022 to monitor PM₁₀, PM_{2.5} and NO₂ in the (now revoked) Trowell AQMA. There were a variety of issues with the sensor throughout 2025, and after the sensor was replaced, these issues were resolved.

In 2025 the two methods used to determine the levels of PM_{2.5} in the borough are the results obtained from the Zephyr real time sensor, and to report on the modelled background levels for the borough provided by Defra. The modelled background level provided by Defra for the Borough of Broxtowe are modelled to be between 6.5µg/m³ and 7.9µg/m³ for 2025, with the annual mean for 2025 being 7.1µg/m³.

The PM_{2.5} annual mean concentrations obtained from the Zephyr real time sensor for 2025 was 9.5µg/m³. However, as mentioned previously there were major issues with the Zephyr in 2025, and the data capture was 39.0% which is less than the 75% requirement. Therefore, although the PM_{2.5} air quality objective of 20µg/m³ was not exceeded, the data cannot be used.

The Air Quality Objective (AQO) for PM_{2.5} is an annual mean of 20µg/m³. However, the World Health Organisation guideline value, which are more stringent for PM_{2.5}, give a

² Defra. Air Quality Strategy – Framework for Local Authority Delivery, August 2023

guideline of $10\mu\text{g}/\text{m}^3$ for $\text{PM}_{2.5}$. Therefore, the modelling results provided by Defra, show that the borough are also meeting the current WHO guidelines.

As well as reviewing the Zephyr data and the modelled background data for $\text{PM}_{2.5}$, it is also important to review the Public Health Outcomes Framework (PHOF), which is published by the Office for Health Improvement & Disparities and reviewed every three years. PHOF enables local authorities to identify the local indicator for $\text{PM}_{2.5}$ in their district, to compare the 'Fraction of mortality attributable to particulate air pollution indicator' value and to compare this to nearby local authorities.

Table 2.2 below provides the estimated effects of annual mortality in 2024 of human-made $\text{PM}_{2.5}$ air pollution for East Midlands, Nottinghamshire, Nottingham City and Broxtowe Borough Council. The figures show that within the Borough of Broxtowe there are modelled to be 67 deaths attributable to human-made air pollution.

Table 2.2 – Estimated Effects of Annual Mortality in 2024 of human-made $\text{PM}_{2.5}$ Air Pollution.

Council/Area	Attributable fraction	Attributable deaths aged 30+* (2023 deaths ONS)	Associated Life-years Lost due to PM based on 29,000 nationally (COMEAP 2010)
East Midlands	5.4	2700	21,393
Nottinghamshire	5.4	484	4,374
Nottingham City	5.7	141	1,240
Broxtowe Borough	5.5	67	612

Source: Estimating Local Mortality Burdens associated with particulate air pollution, Office for Health Improvement & Disparities, 2024.

*Air pollution is likely to contribute a small amount to the deaths of a larger number of exposed individuals rather than being solely responsible for the number of deaths equivalent to the calculated figure of attributable deaths.

Research has shown that there is significant harm to health at concentrations of Particulate Matter well below the current EU and UK limit values. Therefore, BBC is taking the following measures to address PM_{2.5}:

- Ensuring that dust management plans are requested during the planning application stage for all sites that involve large scale demolition and building works.
- To ensure that best practicable means of dust control measures are being used regardless of how large the development is. These measures can include the use of bowsers, road sweepers and dust suppression to prevent 'trackout'. Also minimise dust generating activities on dry windy days, and if there are stockpiles ensure they are covered to prevent wind-whipping.
- Ensuring that developers are carrying out dust suppression monitoring on site at large development sites.
- Ensuring that water suppressants are in use when Nibblers and mobile crushers are on site.
- Educating the public in matters that contribute to air quality e.g. not having bonfires.
- Educate and advise the public about using exempt appliances with the correct fuel for that appliance in BBCs smoke control area.
- Enforcing the Clean Air Act 1993 and the Environmental Protection Act 1990 where necessary to minimise the risk of particulates becoming air borne.
- To continue to manage, advice and enforce the Pollution Prevention and Control Regulations 1999 and the Environmental Permitting (England and Wales) Regulations 2010 (Amended in 2013) on permitted processes when necessary.
- To encourage, support and promote sustainable travel within the Borough by working with a variety of organisations and neighbouring local authorities.
- To continue to promote green travel e.g. walking, cycling, low emissions/ electric vehicles and the tram network.
- To continue to support bus companies and taxis that operate within the Borough to reduce emissions.
- To continue to review suitable research methods for reducing air quality levels for particulate matter e.g. the use of vegetation.

- Promote and encourage the use of the final version of the “EMAQN Air Quality and Emissions Mitigation: guidance for developers” document.
- To inspect Crushers that are used within the borough on demolition sites when notifications are received, to ensure compliance with the process permit, and good housekeeping so that dust levels are reduced.
- To communicate with all allotment providers in the borough, to discourage the use of bonfires to dispose of green waste.
- To educate the public that electric motor vehicles whilst being positive for reducing NO₂ and CO₂, will still emit Particulate Matter and therefore active travel is still recommended as an alternative.
- Broxtowe Borough Council also formally adopted a Smoke Control Order Enforcement Policy in October 2023 to enable improved future regulation of the issue.

2.3.1 Smoke Control Areas

In 2023 Broxtowe Borough Council completed a public consultation on revoking its current Twenty-one Smoke Controls Orders which date back to the 1960's and replacing them with a single borough wide Smoke Control Order.

As part of the public consultation BBC were able to obtain the following information on what the public thought to the proposals. Eighty two percent of the public support the Council to control the pollutants in the air. Fifty six percent felt that air quality is very important, sixty seven percent of people would support the introduction of a single smoke control order to prevent smoke being emitted from chimneys unless they are using authorised fuels/log burners.

The new Order to replace all the current smoke control orders was sealed in December 2024, which came into force in June 2025. Broxtowe Borough Council has also formally adopted a Smoke Control Order Enforcement Policy in October 2023 to support enforcement of its Order and enable improved future regulation of the issue.

3 Air Quality Monitoring Data and Comparison with Air Quality Objectives and National Compliance

This section sets out the monitoring undertaken within 2025 by Broxtowe Borough Council, and how it compares with the relevant air quality objectives. In addition, monitoring results are presented for a five-year period between 2021 and 2025 to allow monitoring trends to be identified and discussed.

3.1 Summary of Monitoring Undertaken

3.1.1 Low-Cost Air Quality Sensor Monitoring Site

BBC installed a low-cost air quality sensor Zephyr monitor on Iona Drive, Trowell next to the M1 Motorway. The Zephyr provides useful indicative data, but at present it is not recognised by Defra or approved for use in statutory LAQM reporting. Table C.3 shows the details of the Zephyr monitoring site, and Table C.4 in Appendix C shows the monitoring results from the Zephyr.

There were significant problems with the real time sensor in 2025 and as a result the data capture was 39% which is less than the 75% requirement. The Issues have now been resolved. Maps showing the location of the monitoring site are provided in Appendix D. Further details on how the monitors are calibrated and how the data has been adjusted are included in Appendix C.

3.1.2 Non-Automatic Monitoring Sites

Broxtowe Borough Council undertook non-automatic (i.e. passive) monitoring of NO₂ using 41 diffusion tubes during 2025 at 38 sites. Table A.1.1 in Appendix A presents the details of the non-automatic sites. The 2025 monitoring network stayed the same as the previous year.

Maps showing the location of the monitoring sites are provided in Appendix D. Further details on Quality Assurance/Quality Control (QA/QC) for the diffusion tubes, including bias adjustments and any other adjustments applied (e.g. annualisation and/or distance correction), are included in Appendix C.

3.2 Individual Pollutants

The air quality monitoring results presented in this section are, where relevant, adjusted for bias, annualisation (where the annual mean data capture is below 75% and greater than 25%), and distance correction. Further details on adjustments are provided in Appendix C.

3.2.1 Nitrogen Dioxide (NO₂)

The full 2025 dataset of monthly mean values for the diffusion tubes is provided in Appendix B. Note that the concentration data presented in Table B.1 includes distance corrected values, only where relevant. All the tubes were deployed in line with the Defra Calendar.

Broxtowe Borough Council purchased a Zephyr Monitor. The Zephyr provides useful indicative data, but Defra do not recognise this type of low-cost air quality sensor for use in statutory LAQM reporting. However, see Appendix C for results from the Zephyr Monitor.

As well as discussing the results from the recently revoked AQMA in Trowell, which was revoked in January 2024. The following chapter will discuss the results and trends for all the monitoring sites within 2025.

Revoked AQMA in Trowell

There are five diffusion tube sites located within Tiree Close and Iona Close in Trowell that are located within the recently revoked Trowell AQMA. The results below show that since 2016 the levels of NO₂ are consistently below the objective of 40µg/m³ for all sites. A co-location study of triplicate tubes (Site ID 61, 62 and 63) were also sited next to the Zephyr the annual data is provided for site 63 only.

The 2025 data shown in Table 3.1 shows that the levels in 2025 are less than they were in 2024 at all of the sites within the revoked AQMA.

Table 3.1 – Results for the Revoked AQMA in Trowell 2016 – 2025.

Site ID	NO ₂ Annual Mean Concentration (µg/m ³)									
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
18	34.3	32.9	28.2	28.4	17.9	22.3	21.5	19.6	18.9	17.7
19	37.6	37.2	31.9	30.9	22.9	23.8	22.3	20.9	20.6	18.7
58	-	-	-	-	24.8	27.6	20.7	18.4	17.2	17.1
59	-	-	-	-	20.1	20.8	20.3	18.2	17.4	16.9
61, 62 &63	-	-	-	-	-	-	21.7	19.4	18.7	18.5

The Results and Trends for all Monitoring Sites in 2025.

Defra requested that trend charts were provided for all monitoring sites to identify any trends in the annual mean concentrations. The trend charts are displayed in Figure A.1 in the Appendices for all the sites in use since 2021 to 2025.

Out of the thirty-eight sites that are identified in the trend charts in Figure A.1 in the Appendices, seventeen are showing a consistent downward trend year on year. Four sites are showing an overall downward trend. Two sites showed the same result for the 2025 data as the 2024 data, and fifteen sites have shown a slight increase in the 2025 data in comparison to the 2024 data.

Seventeen of the thirty-eight sites are showing a consistent downward trend year on year, these sites are Site 2, site 11, site 12, site 45, site 16, site 54, site 18, site 58, site 59, site 19, site 61/62/63, site 30, site 31, site 33/34, site 35, site 36 and site 37.

Four of the thirty-eight sites are showing an overall downward trend of the data these sites are, site 5, site 7, site 27 and site 43.

Two of the thirty-eight sites showed the same result for the 2025 data as the 2024 data; these sites are site 4 and site 56.

The remaining fifteen of the thirty-eight sites (site 1, site 52, site 60, site 8, site 15, site 17, site 20, site 22, site 44, site 32, site 38, site 39, site 40, site 41 and site 48) have showed an increase in the 2025 data in comparison to the 2024 data (2020 excluded as an anomaly). It is believed that the slight increase in concentrations is due to an increase in people returning to work and the bias correction factor is higher than previous years. The slight increase is shown in other Nottinghamshire local authorities 2025 data. The four sites that have shown an increase between $2.0\mu\text{g}/\text{m}^3$ and $2.5\mu\text{g}/\text{m}^3$ for the 2025 data in comparison to the 2024 data will be discussed in greater detail below.

Site 60 – Dovecote Lane Park, Beeston

Table 3.2 below shows the results for Dovecote Lane Park in Beeston for 2021 to 2025. This site was brought into commission in 2022, therefore there is not data for 2021. The data shows that the highest concentration was in 2022 at $16.8\mu\text{g}/\text{m}^3$ and the data had shown a downward trend until 2025, when there was an increase of $2.1\mu\text{g}/\text{m}^3$ between 2024 and 2025. The reason for the increase may be due to road works and diversions in Beeston, and people taking this route to avoid delays.

Table 3.2 – Results for Dovecote Lane Park, Beeston 2021 – 2025.

NO ₂ Annual Mean Concentration ($\mu\text{g}/\text{m}^3$)					
Site ID	2021	2022	2023	2024	2025
60	-	16.8	15.8	13.9	16.0

It must be noted that this site has never exceeded the Air Quality Objective (AQO) of $40\mu\text{g}/\text{m}^3$ for NO₂, and the 2025 concentration is $24.0\mu\text{g}/\text{m}^3$ below the AQO. Although the data is below the air quality objective of $40\mu\text{g}/\text{m}^3$, this site will continue to be monitored.

Site 44 - Parking Sign outside 32 Mansfield Road, Eastwood

Table 3.3 below shows the results at the Parking Sign outside 32 Mansfield Road for 2021 to 2025, the data shows that the highest concentration was in 2021 at $27.6\mu\text{g}/\text{m}^3$ and the data had shown a downward trend until 2025, when there was an increase of $2.1\mu\text{g}/\text{m}^3$

between 2024 and 2025. The reason for the increase may be due to road works and resurfacing works in Eastwood, resulting in lane restrictions and queuing traffic.

Table 3.3 – Results for Parking Sign Outside 32 Mansfield Road, Eastwood 2021 – 2025.

NO ₂ Annual Mean Concentration (µg/m ³)					
Site ID	2021	2022	2023	2024	2025
44	27.6	26.9	24.9	23.8	25.9

It must be noted that this site has never exceeded the Air Quality Objective (AQO) of 40µg/m³ for NO₂, and the 2025 concentration is 14.1µg/m³ below the AQO. Although the data is below the air quality objective of 40µg/m³, this site will continue to be monitored.

Site 32 - "D for Dogs" 59b Main Street, Kimberley

Table 3.4 below shows the results for "D for Dogs" 59b Main Street in Kimberley for 2021 to 2025, the data shows that the highest concentration was in 2021 at 22.9µg/m³ and the data had shown a downward trend until 2025, when there was an increase of 2.5µg/m³ between 2024 and 2025. The reason for the increase is that there were gas pipe replacement works being undertaken in the middle of Kimberley. There were lane closures and single file traffic. This took several months to be completed.

Table 3.4 – Results for "D for Dogs" 59b Main Street, Kimberley 2021 – 2025.

NO ₂ Annual Mean Concentration (µg/m ³)					
Site ID	2021	2022	2023	2024	2025
32	22.9	20.9	19.6	16.8	19.3

It must be noted that this site has never exceeded the Air Quality Objective (AQO) of 40µg/m³ for NO₂, and the 2025 concentration is 20.7µg/m³ below the AQO. Although the data is below the air quality objective of 40µg/m³, this site will continue to be monitored.

Site 38 – Opposite the Sherwin Arms Pub, Derby Road, Bramcote

Table 3.5 below shows the results for opposite the Sherwin Arms Pub, Derby Road in Bramcote for 2021 to 2025, the data shows that the highest concentration was in 2021 at $24.1\mu\text{g}/\text{m}^3$ and the data had shown a downward trend until 2025, when there was an increase of $2.0\mu\text{g}/\text{m}^3$ between 2024 and 2025. The reason for the increase may be due to road works and diversions in Stapleford and Bramcote, which resulted in stationary traffic.

Table 3.5 – Results for opposite the Sherwin Arms Pub, Derby Road, Bramcote 2021 – 2025.

NO ₂ Annual Mean Concentration ($\mu\text{g}/\text{m}^3$)					
Site ID	2021	2022	2023	2024	2025
38	24.1	22.0	21.7	19.0	21.0

It must be noted that this site has never exceeded the Air Quality Objective (AQO) of $40\mu\text{g}/\text{m}^3$ for NO₂, and the 2025 concentration is $19.0\mu\text{g}/\text{m}^3$ below the AQO. Although the data is below the air quality objective of $40\mu\text{g}/\text{m}^3$, this site will continue to be monitored.

3.2.2 Particulate Matter (PM₁₀)

Broxtowe Borough Council purchased a Zephyr Monitor. The Zephyr provides useful indicative data, but Defra do not recognise this type of low-cost air quality sensor for use in statutory LAQM reporting. See Appendix C for results from the Zephyr Monitor.

3.2.3 Particulate Matter (PM_{2.5})

Broxtowe Borough Council purchased a Zephyr Monitor. The Zephyr provides useful indicative data, but Defra do not recognise this type of low-cost air quality sensor for use in statutory LAQM reporting. See Appendix C for results from the Zephyr Monitor.

3.2.4 Sulphur Dioxide (SO₂)

Previous air quality reports have shown there are no relevant sources of Sulphur Dioxide within the borough. Subsequently, the Council does not monitor for this pollutant.

Appendix A: Monitoring Results

A.1 Diffusion Tube Monitoring Results

Table A.1.1 – Details of Non-Automatic Monitoring Sites

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
1	113 Wollaton Rd, Beeston	Roadside	452527	337313	NO ₂	No	0	2	N	1.9
2	166 Derby Rd, Beeston	Roadside	452091	338122	NO ₂	No	0	9	N	1.8
4	226 Queens Rd, Beeston	Roadside	453361	336627	NO ₂	No	0	5	N	1.8
52	228 Station Rd Beeston	Roadside	453287	336349	NO ₂	No	0	5	N	1.7

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
60	Dovecote Lane Park, Beeston	Roadside	453075	336311	NO ₂	No	0	9	N	1.9
5	Chilwell Olympia School, Beeston	Urban Background	451782	335320	NO ₂	No	0	104	N	1.9
7	31 Hickton Drive, Chilwell	Roadside	450756	334328	NO ₂	No	0	6	N	1.9
8	The Manor Pub, 350 Nottingham Rd, Toton	Roadside	450422	334243	NO ₂	No	0	5	N	1.8
11	269 Stapleford Lane, Toton	Roadside	449694	335501	NO ₂	No	0	10	N	1.8

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
12	Lamppost, Stapleford Lane, Toton	Roadside	449615	335664	NO ₂	No	0	1	N	1.9
45	209 Toton Lane, Stapleford	Roadside	449467	336220	NO ₂	No	0	15	N	1.8
15	George Spencer Academy, Stapleford	Roadside	449406	336135	NO ₂	No	0	4	N	1.9
16	24 Brampton Drive, Stapleford	Roadside	449516	336216	NO ₂	No	0	7	N	1.7
54	195 Derby Rd, Stapleford	Roadside	448467	336591	NO ₂	No	0	4	N	1.8

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
17	Lamppost Church St, Stapleford	Roadside	448890	337190	NO ₂	No	0	3	N	1.8
18	20 Tiree Cl, Trowell	Roadside	448560	338889	NO ₂	No	0	9*	N	1.7
58	10 Tiree Cl, Trowell	Roadside	448588	338940	NO ₂	No	0	11*	N	1.7
59	4 Tiree Cl, Trowell	Roadside	448602	338965	NO ₂	No	0	9*	N	1.7
19	15 Iona Drive, Trowell	Roadside	448586	339023	NO ₂	No	0	18*	N	1.9
61, 62 and 63	Street Column Iona Drive, Trowell ^	Roadside	448607	339026	NO ₂	No	1	2*	Y	2.0

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
20	30 Derbyshire Ave, Trowell	Roadside	448652	339652	NO ₂	No	0	12*	N	1.9
22	81 Nottingham Rd, Trowell	Roadside	448832	340098	NO ₂	No	0	18*	N	1.8
44	32 Mansfield Rd, Eastwood	Roadside	446509	347091	NO ₂	No	0	2	N	1.8
27	Sun Inn Pub, 6 Derby Rd, Eastwood	Roadside	446465	346985	NO ₂	No	0	8	N	1.8
30	560 Nottingham Rd, Giltbrook	Roadside	448544	345241	NO ₂	No	0	4	N	1.9
31	15 Hayley Cl, Kimberley	Roadside	448826	344883	NO ₂	No	0	7	N	1.9

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
32	59b Main St, Kimberley	Roadside	450122	344658	NO ₂	No	0	5	N	1.8
33 and 34	19a Nottingham Rd, Nuthall^	Roadside	451631	344526	NO ₂	No	0	11*	N	1.7
35	20 Nottingham Rd, Nuthall	Roadside	451728	344440	NO ₂	No	0	20*	N	1.9
36	113 Nottingham Rd, Nuthall	Roadside	452232	344033	NO ₂	No	0	20	N	1.7
37	114 Nottingham Rd, Nuthall	Roadside	452331	343910	NO ₂	No	0	27	N	1.7

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
38	Opp Sherwin Arms, Derby Rd, Bramcote	Roadside	450389	337866	NO ₂	No	2	2	N	1.8
39	9 Bembridge Court, Bramcote	Roadside	450434	337781	NO ₂	No	0	14	N	1.6
56	10 Town St, Bramcote	Roadside	450570	337851	NO ₂	No	0	9	N	1.9
40	153 Derby Rd, Bramcote	Roadside	450632	337929	NO ₂	No	0	13	N	1.7
41	169 Derby Rd, Bramcote	Roadside	450555	337909	NO ₂	No	0	10	N	1.8
48	Near 73 Town St, Bramcote	Roadside	450817	337592	NO ₂	No	0	2	N	1.8

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
43	Broxtowe Borough Council Offices	Urban Background	452733	336962	NO ₂	No	0	8	N	1.8

Notes:

(1) 0m if the monitoring site is at a location of exposure (e.g. installed on/adjacent to the façade of a residential property).

(2) N/A if not applicable.

(*) All distance to kerb of nearest road but sites near to the M1 Motorway.

(^) Duplicate/Triplicate Diffusion Tubes.

Table A.1.2 – Annual Mean NO₂ Monitoring Results: Non-Automatic Monitoring (µg/m³)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
1	452527	337313	Roadside	100.0	100.0	21.0	20.8	18.7	19.3	19.6
2	452091	338122	Roadside	100.0	100.0	20.8	20.1	18.5	18.3	17.2
4	453361	336627	Roadside	100.0	100.0	20.2	19.2	17.2	17.4	17.4
52	453287	336349	Roadside	100.0	100.0	19.0	17.5	16.8	15.8	15.9
60	453075	336311	Roadside	90.4	90.4	-	16.8	15.8	13.9	16.0
5	451782	335320	Urban Background	100.0	100.0	13.5	13.2	11.9	12.4	11.4
7	450756	334328	Roadside	100.0	100.0	18.0	16.5	17.3	16.2	15.8
8	450422	334243	Roadside	100.0	100.0	22.4	21.1	20.1	18.2	19.8
11	449694	335501	Roadside	100.0	100.0	23.0	22.5	21.2	19.5	19.4

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
12	449615	335664	Roadside	100.0	100.0	19.1	18.9	17.3	16.4	16.1
45	449467	336220	Roadside	100.0	100.0	20.8	20.6	19.4	19.4	18.7
15	449406	336135	Roadside	100.0	100.0	25.2	28.3	25.6	23.5	24.2
16	449516	336216	Roadside	100.0	100.0	20.0	19.8	18.1	17.9	17.4
54	448467	336591	Roadside	100.0	100.0	23.6	22.0	20.5	19.6	19.5
17	448890	337190	Roadside	100.0	100.0	26.7	26.3	24.3	21.9	22.9
18	448560	338889	Roadside	100.0	100.0	22.3	21.5	19.6	18.9	17.7
58	448588	338940	Roadside	100.0	100.0	21.8	20.7	18.4	17.2	17.1
59	448602	338965	Roadside	100.0	100.0	21.0	20.3	18.2	17.4	16.9
19	448586	339023	Roadside	100.0	100.0	23.8	22.3	20.9	20.6	18.7

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
61, 62 and 63	448607	339026	Roadside	100.0	100.0	-	21.7	19.4	18.7	18.5
20	448652	339652	Roadside	100.0	100.0	19.7	18.7	17.4	16.5	18.1
22	448832	340098	Roadside	100.0	100.0	19.7	19.8	17.7	16.2	18.0
44	446509	347091	Roadside	100.0	100.0	27.6	26.9	24.9	23.8	25.9
27	446465	346985	Roadside	100.0	100.0	18.9	18.0	18.2	17.4	16.4
30	448544	345241	Roadside	100.0	100.0	20.3	19.1	18.4	17.9	17.2
31	448826	344883	Roadside	100.0	100.0	22.8	21.7	20.9	20.1	18.7
32	450122	344658	Roadside	92.3	92.3	22.9	20.9	19.6	16.8	19.3
33 and 34	451631	344526	Roadside	100.0	100.0	20.7	19.6	17.9	17.2	17.0

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
35	451728	344440	Roadside	100.0	100.0	23.4	22.9	19.9	19.6	19.3
36	452232	344033	Roadside	100.0	100.0	26.0	25.4	23.4	22.6	21.9
37	452331	343910	Roadside	100.0	100.0	23.5	21.1	19.7	19.7	19.3
38	450389	337866	Roadside	100.0	100.0	24.1	22.0	21.7	19.0	21.0
39	450434	337781	Roadside	100.0	100.0	21.1	20.5	18.6	17.9	18.5
56	450570	337851	Roadside	100.0	100.0	19.6	19.8	18.1	16.9	16.9
40	450632	337929	Roadside	90.4	90.4	27.4	25.8	24.0	21.9	22.6
41	450555	337909	Roadside	100.0	100.0	26.0	25.3	23.5	21.6	21.8
48	450817	337592	Roadside	100.0	100.0	27.8	28.4	26.6	23.7	24.2
43	452733	336962	Urban Background	100.0	100.0	14.9	14.2	12.2	12.4	11.4

☐ Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG22.

☒ Diffusion tube data has been bias adjusted.

☒ Reported concentrations are those at the location of the monitoring site (bias adjusted and annualised, as required), i.e. prior to any fall-off with distance correction.

Notes: The annual mean concentrations are presented as $\mu\text{g}/\text{m}^3$.

Exceedances of the NO_2 annual mean objective of $40\mu\text{g}/\text{m}^3$ are shown in **bold**.

NO_2 annual means exceeding $60\mu\text{g}/\text{m}^3$, indicating a potential exceedance of the NO_2 1-hour mean objective are shown in **bold and underlined**.

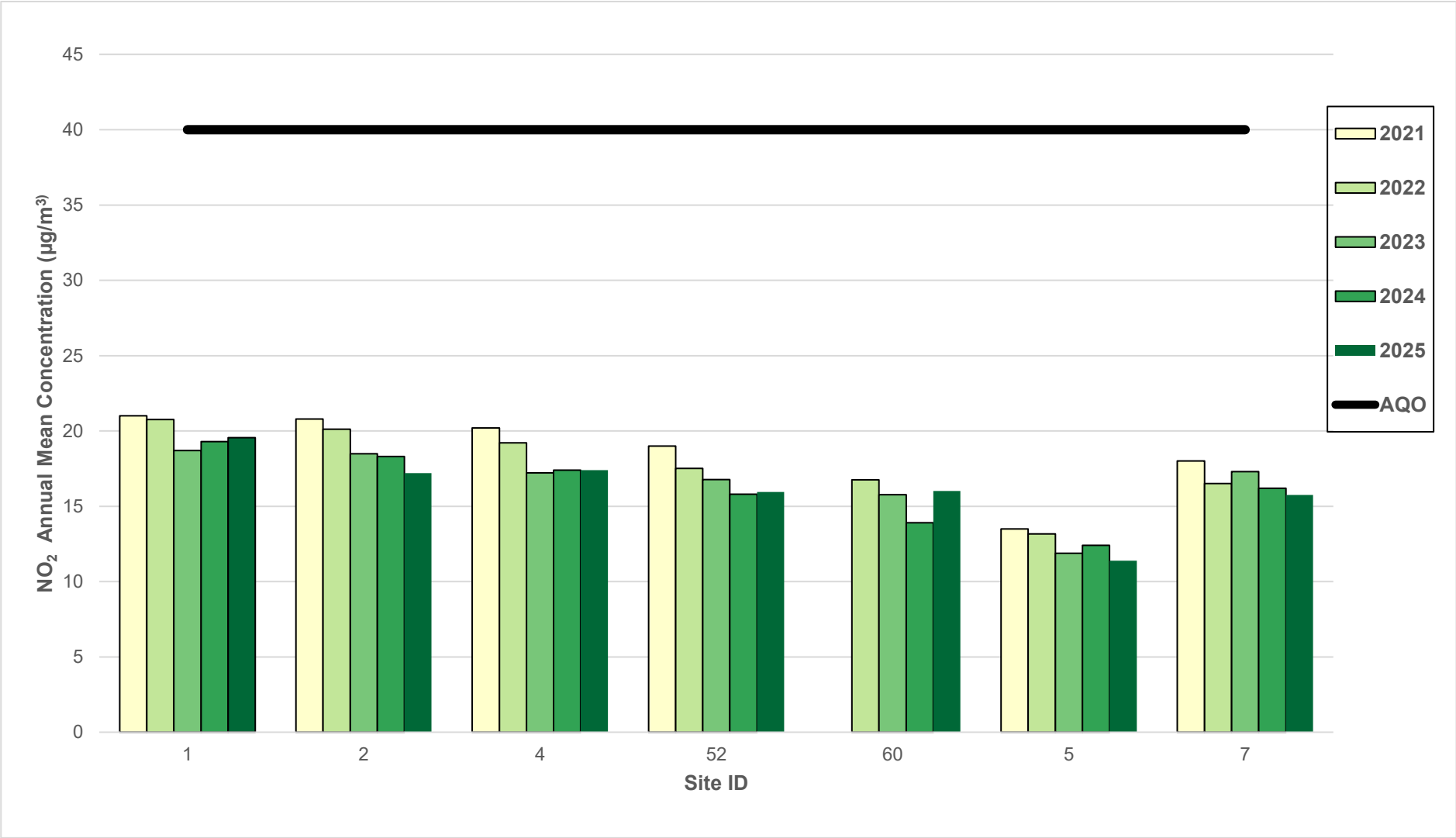
Means for diffusion tubes have been corrected for bias. All means have been “annualised” as per LAQM.TG22 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

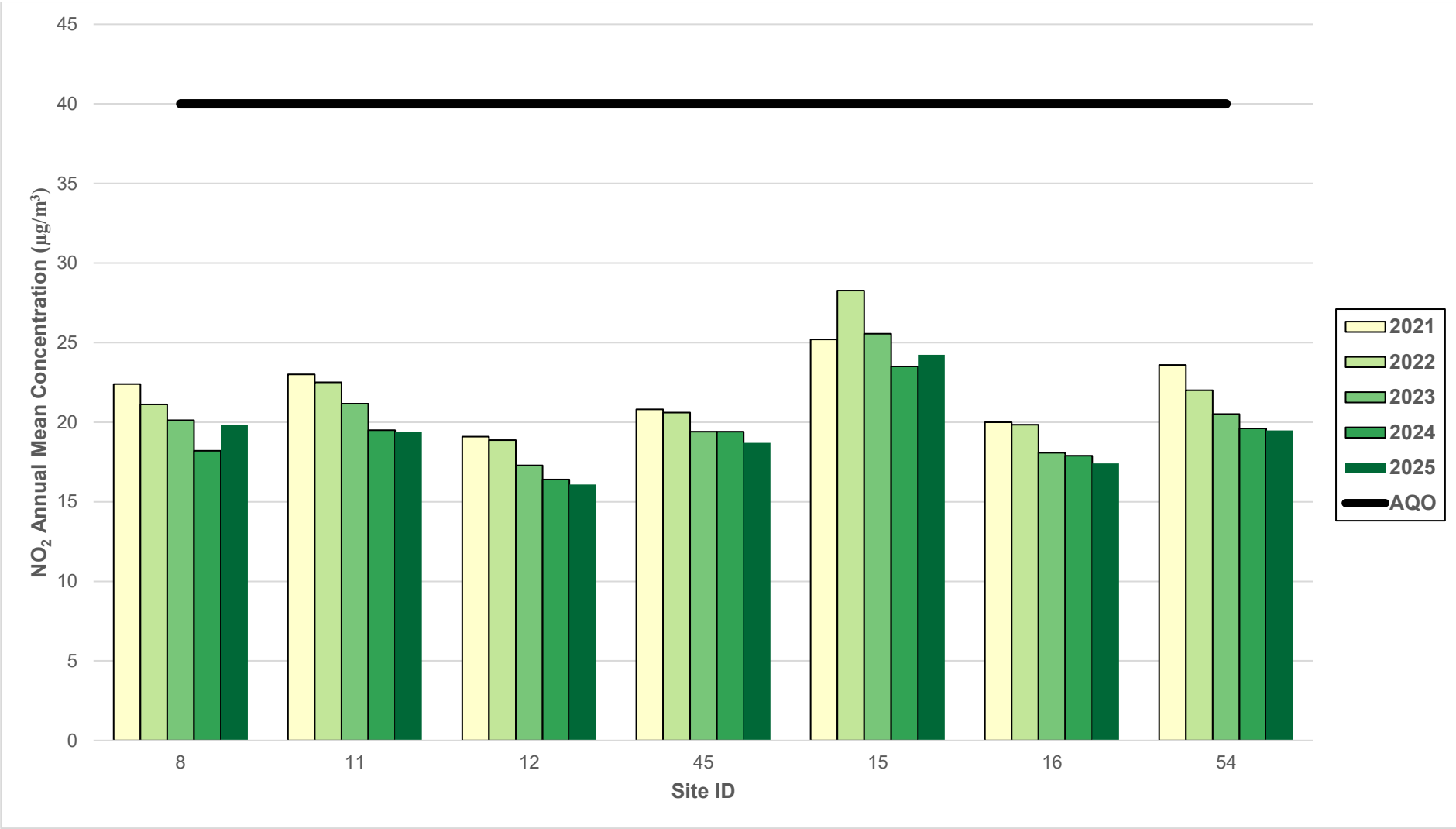
Concentrations are those at the location of monitoring and not those following any fall-off with distance adjustment.

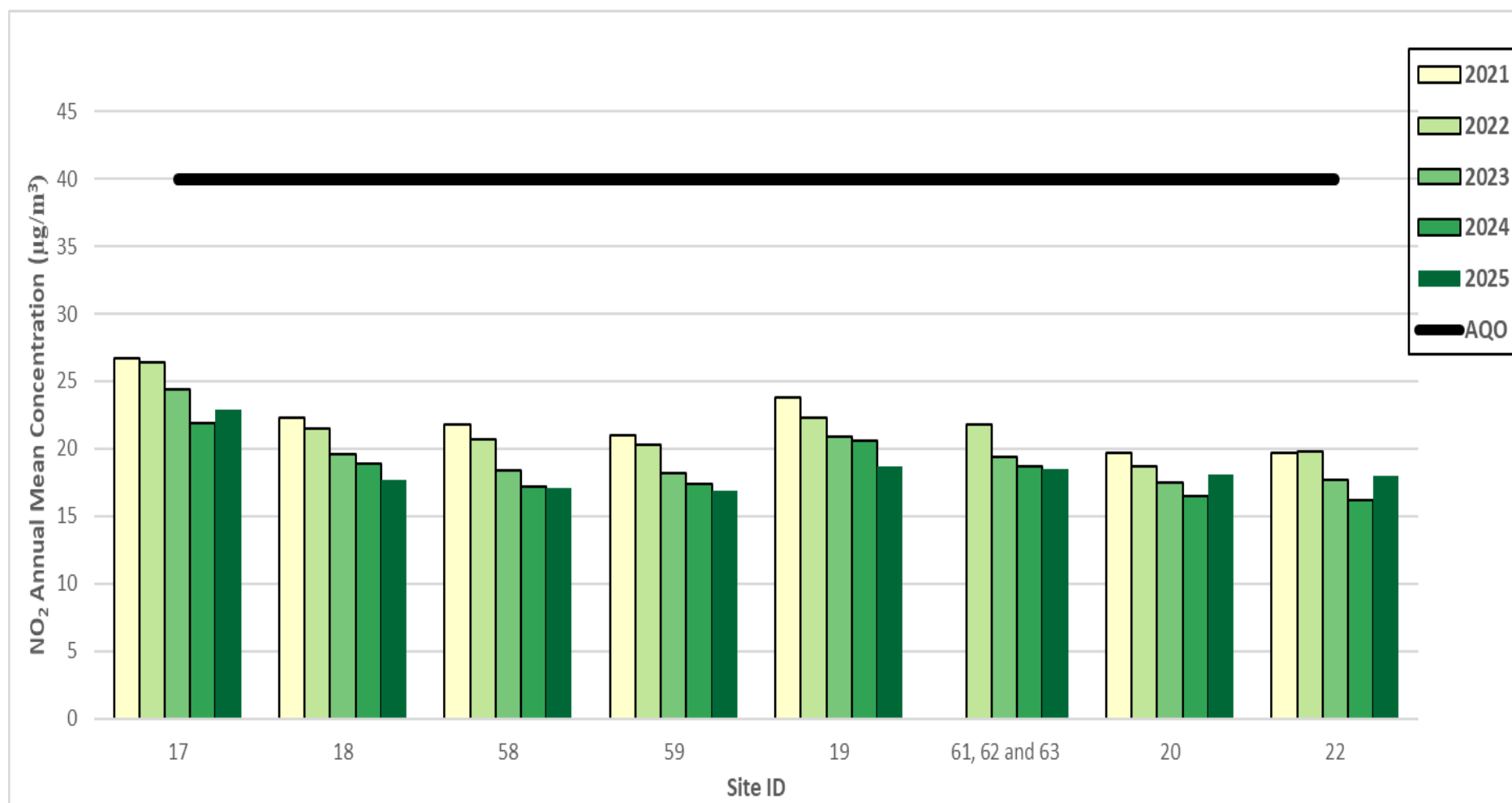
(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

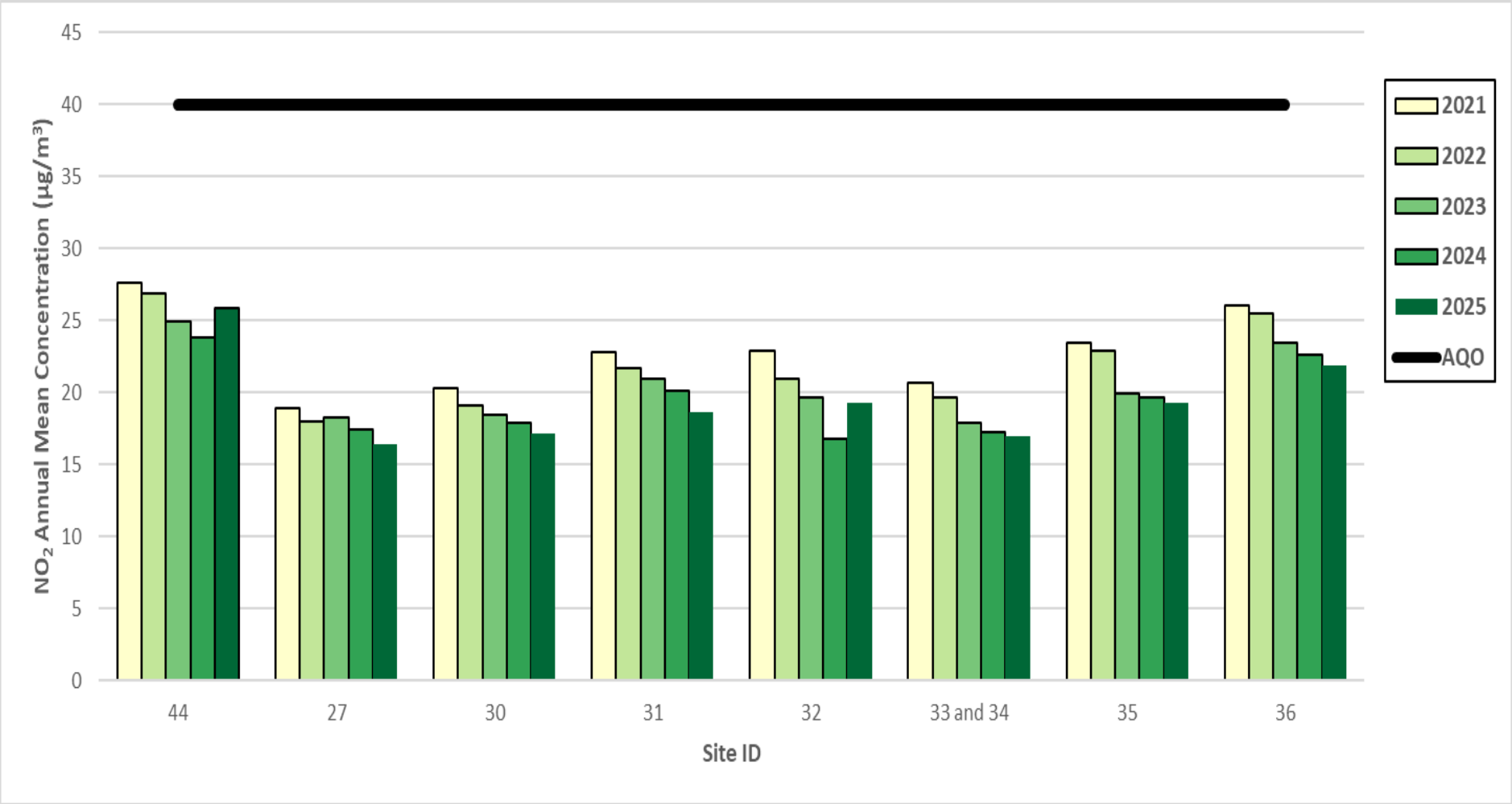
(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

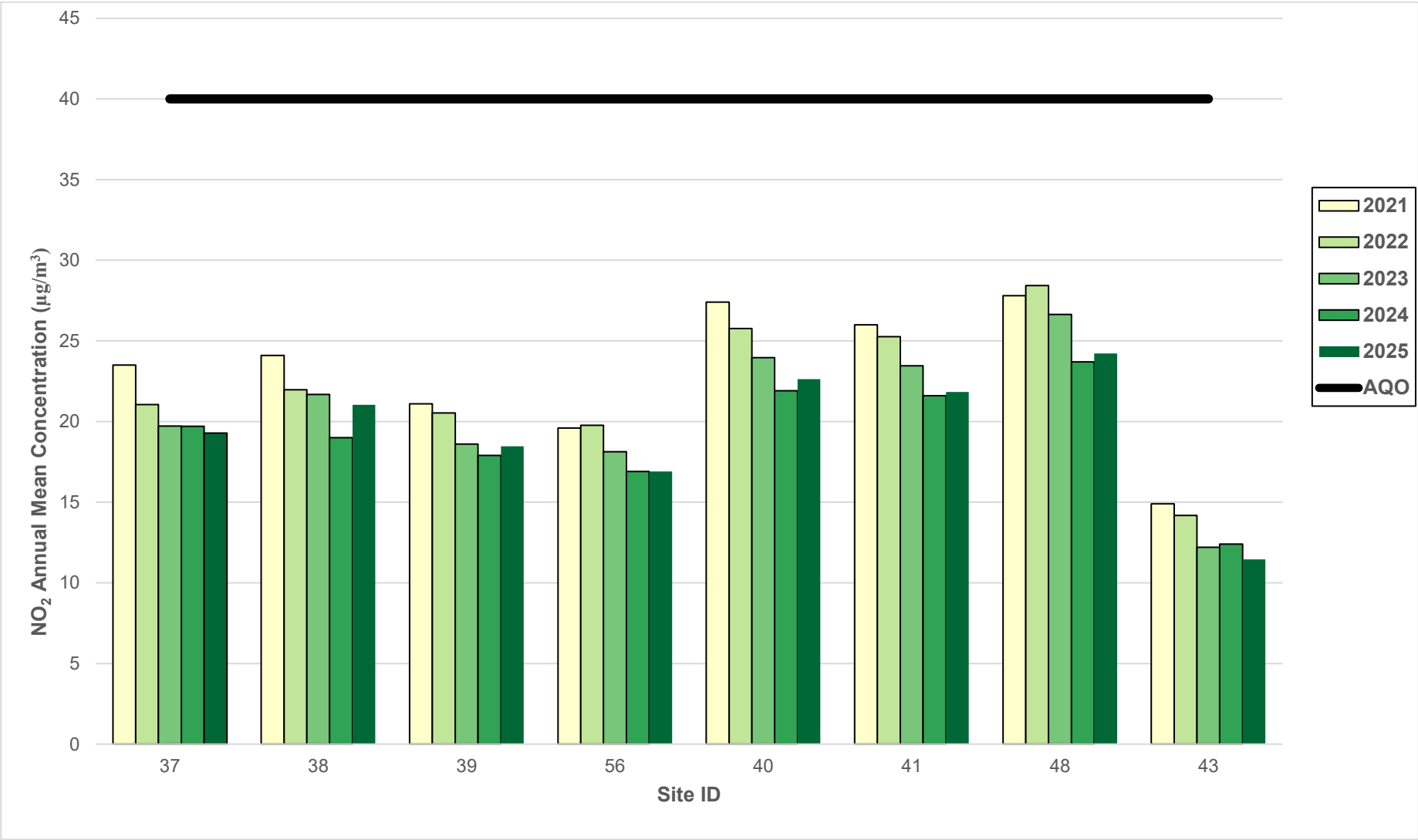
Figure A.1 – Trends in Annual Mean NO₂ Concentrations











Appendix B: Full Monthly Diffusion Tube Results for 2025

Table B.1 – NO₂ 2025 Diffusion Tube Results (µg/m³)

DT ID	X OS Grid Ref (Eastin g)	Y OS Grid Ref (Eastin g)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.89)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
1	452527	337313	32.4	28.6	23.5	17.1	15.1	18.8	18.1	18.7	20.4	22.0	25.3	23.7	22.0	19.6		
2	452091	338122	29.3	25.8	20.7	17.7	15.0	14.7	13.0	16.2	18.5	19.4	20.9	20.8	19.3	17.2		
4	453361	336627	27.8	25.1	23.4	17.6	14.2	14.0	12.7	16.7	19.6	18.3	22.4	22.6	19.5	17.4		
52	453287	336349	27.8	24.8	21.3	16.3	12.7	10.2	11.0	14.5	16.8	16.2	20.7	22.7	17.9	15.9		
60	453075	336311	23.3	24.5	23.7	17.9	13.3	10.1		14.0	17.1	15.4	18.2	20.4	18.0	16.0		
5	451782	335320	22.7	17.8	16.5	9.0	8.4	7.7	8.1	9.0	12.0	12.9	16.3	13.4	12.8	11.4		
7	450756	334328	24.1	25.3	20.4	12.4	11.9	13.3	12.1	13.1	17.4	17.7	21.9	22.6	17.7	15.8		
8	450422	334243	30.3	28.5	26.2	22.3	18.5	18.0	15.6	20.3	21.6	20.3	20.8	24.5	22.3	19.8		
11	449694	335501	30.2	27.3	22.6	19.0	17.9	19.3	17.1	19.5	20.1	21.8	22.7	24.0	21.8	19.4		
12	449615	335664	26.9	23.9	23.8	15.6	14.6	11.2	12.8	14.2	16.9	18.1	18.8	20.2	18.1	16.1		
45	449467	336220	32.2	27.1	21.8	20.1	16.4	15.2	13.6	17.4	22.0	20.7	21.9	23.8	21.0	18.7		
15	449406	336135	39.9	31.9	25.2	31.1	20.4	23.5	16.1	24.4	27.8	27.0	29.7	29.7	27.2	24.2		
16	449516	336216	28.9	26.6	24.2	16.1	14.1	13.9	12.3	16.7	18.2	19.9	22.0	21.9	19.6	17.4		
54	448467	336591	32.0	25.6	26.1	21.1	18.1	16.1	14.9	18.5	21.8	20.9	24.6	23.0	21.9	19.5		
17	448890	337190	33.9	31.2	26.7	21.6	18.8	20.1	21.2	22.1	27.3	25.2	31.8	28.8	25.7	22.9		

DT ID	X OS Grid Ref (Eastin g)	Y OS Grid Ref (Eastin g)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.89)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
18	448560	338889	28.4	23.0	21.8	12.7	18.0	18.2	20.8	18.1	19.1	21.3	17.2	20.2	19.9	17.7		
58	448588	338940	27.2	21.4	21.1	13.9	15.5	15.7	17.7	16.7	19.1	19.5	21.3	21.1	19.2	17.1		
59	448602	338965	28.2	21.3	20.6	14.0	16.6	15.2	15.8	16.3	19.6	19.1	22.3	19.2	19.0	16.9		
19	448586	339023	28.2	23.4	22.3	14.7	17.1	19.8	20.8	18.7	21.0	21.6	23.5	21.4	21.0	18.7		
61	448607	339026	31.8	24.4	23.4	15.1		15.1	16.9	16.9	21.5	20.8	25.6	22.0	-	-		Triplicate Site with 61, 62 and 63 - Annual data provided for 63 only
62	448607	339026	30.3	24.0	23.1	17.4	13.9	16.4	16.6	17.2	20.9	21.0	24.6	20.7	-	-		Triplicate Site with 61, 62 and 63 - Annual data provided for 63 only
63	448607	339026	33.3	24.5	25.2	14.7	14.7	16.4	16.7	16.6	21.1	21.4	24.2	24.1	20.7	18.5		Triplicate Site with 61, 62 and 63 - Annual data provided for 63 only
20	448652	339652	25.2	28.5	24.9	21.9	16.5	13.0	12.2	19.5	19.3	17.9	21.9	22.7	20.3	18.1		
22	448832	340098	28.1	26.7	21.9	21.1	14.7	16.1	11.8	20.7	21.3	20.8	20.4	19.2	20.2	18.0		
44	446509	347091	36.5	35.6	32.6	32.5	25.2	22.9	21.8	26.8	27.3	27.1	29.8	31.0	29.1	25.9		
27	446465	346985	27.7	22.4	25.4	17.4	15.3	12.3	14.1	14.7	16.8	16.6	20.9	17.6	18.4	16.4		
30	448544	345241	29.5	25.2	19.9	14.4	13.4	14.6	14.3	15.1	20.1	19.5	20.9	24.5	19.3	17.2		
31	448826	344883	31.1	23.9	21.1	16.8	14.4	17.5	17.1	20.7	20.7	22.1	22.9	23.5	21.0	18.7		
32	450122	344658	30.2	27.2	25.3		19.5	15.7	16.8	19.5	20.9	20.4	22.0	20.7	21.6	19.3		
33	451631	344526	28.9	24.6	19.0	18.2	14.5	14.4	11.3	17.6	21.1	20.0	22.7	21.8	-	-		Duplicate Site with 33 and 34 - Annual data provided for 34 only
34	451631	344526	29.2	22.8	20.2	15.7	13.0	12.4	11.9	18.7	19.3	18.9	22.1	20.6	19.1	17.0		Duplicate Site with 33 and 34 - Annual data provided for 34 only
35	451728	344440	30.7	23.1	19.9	14.4	16.2	23.1	19.4	21.3	23.6	23.2	23.2	21.6	21.6	19.3		
36	452232	344033	36.5	28.3	24.1	20.8	17.8	23.6	17.4	23.5	26.0	25.5	25.4	25.9	24.6	21.9		
37	452331	343910	25.3	26.1	25.4	22.6	22.2	15.6	20.6	19.9	20.4	18.7	20.5	22.7	21.7	19.3		

DT ID	X OS Grid Ref (Eastin g)	Y OS Grid Ref (Eastin g)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.89)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
38	450389	337866	30.0	31.8	27.3	26.6	19.3	16.0	15.6	19.8	22.9	22.5	24.3	27.6	23.6	21.0		
39	450434	337781	26.7	27.7	28.3	25.3	18.2	13.4	11.9	18.7	20.0	18.2	19.4	21.1	20.7	18.5		
56	450570	337851	28.1	23.7	24.0	15.0	16.0	15.1	16.1	16.1	18.0	17.9	19.3	18.7	19.0	16.9		
40	450632	337929	33.8	32.3	33.6	24.5	23.3	18.8	19.5	21.0	23.5	22.7	26.7		25.4	22.6		
41	450555	337909	32.7	32.5	29.9	20.0	25.2	18.7	17.0	21.5	23.4	23.5	24.0	26.0	24.5	21.8		
48	450817	337592	36.6	31.5	26.7	21.2	22.5	28.5	26.1	24.9	26.1	26.9	28.9	26.6	27.2	24.2		
43	452733	336962	21.7	20.5	16.6	10.1	8.6	7.5	6.8	9.2	11.9	12.5	15.4	13.6	12.9	11.4		

☒ All erroneous data has been removed from the NO₂ diffusion tube dataset presented in Table B.1.

☐ Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG22.

☐ Local bias adjustment factor used.

☒ National bias adjustment factor used.

☐ Where applicable, data has been distance corrected for relevant exposure in the final column.

☒ Broxtowe Borough Council confirm that all 2024 diffusion tube data has been uploaded to the Diffusion Tube Data Entry System.

Notes:

Exceedances of the NO₂ annual mean objective of 40µg/m³ are shown in **bold**.

NO₂ annual means exceeding 60µg/m³, indicating a potential exceedance of the NO₂ 1-hour mean objective are shown in **bold and underlined**.

See Appendix C for details on bias adjustment and Annualisation.

(a) = Missing tubes

Appendix C: Supporting Technical Information / Air Quality Monitoring Data QA/QC

New or Changed Sources Identified Within Broxtowe Borough Council During 2025

Broxtowe Borough Council has not identified any new sources relating to air quality within the reporting year of 2025.

Additional Air Quality Works Undertaken by Broxtowe Borough Council During 2025

Broxtowe Borough Council has not completed any additional works within the reporting year of 2025.

QA/QC of Diffusion Tube Monitoring

BBC's diffusion tubes are supplied and analysed by Gradko Ltd. Since April 2008, BBC has entered into a contract with Gradko along with all Nottinghamshire Local Authorities to ensure that any deviations within different laboratory practices are ruled out. This enables data to be easily compared between the County authorities. The tubes are prepared using a 20% solution of triethanolamine (TEA) in de-ionised water. The tubes are exposed for one month before being returned for laboratory analysis. All of the tubes in 2025 were deployed in line with the Defra Calendar. The latest results for Gradko from the AIR PT/WASP Scheme are 100% of the results submitted were determined to be satisfactory.

Diffusion Tube Annualisation

All diffusion tube monitoring locations within Broxtowe Borough Council recorded data capture of 75% and above. Therefore, it was not required to annualise any monitoring data. In addition, any sites with a data capture below 25% do not require Annualisation.

Diffusion Tube Bias Adjustment Factors

The diffusion tube data presented within the 2026 ASR have been corrected for bias using an adjustment factor. Bias represents the overall tendency of the diffusion tubes to under or over-read relative to the reference chemiluminescence analyser. LAQM.TG22 provides guidance with regard to the application of a bias adjustment factor to correct diffusion tube monitoring. Triplicate co-location studies can be used to determine a local bias factor based on the comparison of diffusion tube results with data taken from NO_x/NO₂ continuous analysers. Alternatively, the national database of diffusion tube co-location surveys provides bias factors for the relevant laboratory and preparation method.

Broxtowe Borough Council have applied a national bias adjustment factor of 0.89 which is obtained from the National Diffusion Tube Bias Adjustment Factor Spreadsheet <https://laqm.defra.gov.uk/air-quality/air-quality-assessment/national-bias/> (Gradko 20%TEA has 28 studies with a 'Good' tube precision) to the 2025 monitoring data. A summary of bias adjustment factors used by Broxtowe Borough Council over the past five years is presented in Table C.1.

Table C.1 – Bias Adjustment Factor

Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2025	National	03/26	0.89
2024	National	04/25	0.84
2023	National	03/24	0.81
2022	National	03/23	0.83
2021	National	03/22	0.84
2020	National	03/21	0.81
2019	National	03/20	0.93

The Local bias adjustment factor for the Zephyr was also calculated as shown in Table C.2 below.

Table C.2 – Local Bias Adjustment Calculation

	Local Bias Adjustment Input 1
Periods used to calculate bias	4
Bias Factor A	0.82 (0.71 - 0.98)
Diffusion Tube Bias B	22% (2% - 42%)
Diffusion Tube Mean ($\mu\text{g}/\text{m}^3$)	25.0
Mean CV (Precision)	4.2%
Automatic Mean ($\mu\text{g}/\text{m}^3$)	20.5
Data Capture	92%
Adjusted Tube Mean ($\mu\text{g}/\text{m}^3$)	20 (18 - 24)

Notes:

Although Broxtowe Borough Council have applied a national bias adjustment factor of 0.89 to the 2025 monitoring data. The Local bias adjustment factor has also been calculated as shown in Table C.2. The decision was made to use the National bias adjustment factor, as opposed to using the local bias adjustment factor, as the local bias adjustment factor had poor overall data capture and Section 7.221 in TG22 states that the Local bias adjustment factor should not be calculated using real time sensors, but rather a chemiluminescence analyser. BBC has a Zephyr which is a real time sensor and not a chemiluminescence analyser.

NO₂ Fall-off with Distance from the Road

No diffusion tube NO₂ monitoring locations within Broxtowe Borough Council required distance correction during 2025.

Summary of Low Cost Air Quality Sensor Monitoring.

BBC's data from the Zephyr is managed by Geoff Broughton from Air Quality Data Management (AQDM) and any Local Site Operator (LSO) duties for the Zephyr are undertaken by Kate Ratcliffe at BBC. The live and historic data for BBC zephyr is available through the website; <https://www.ukairquality.net/>

Table C.3 – Details of Low Cost Sensor Site.

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	Sensor Type	In AQMA?	Distance to Relevant Exposure (m) ^(1,2)	Distance to kerb of nearest road (m) ⁽¹⁾	Inlet Height (m)
Trowell Zephyr 1893	Street Column 4, Iona Drive, Trowell NG9 3RF	Roadside	448607	339026	NO ₂ , PM ₁₀ and PM _{2.5}	Zephyr	No	1	2	2

Table C.4 – Monthly Air Quality Sensor Monitoring Results.

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean Data
Trowell Zephyr 1893	448607	339026	23.4	13.1	-	-	-	-	-	-	-	18.4	20.5	19.9	19.5

Appendix D: Map of all Monitoring Locations within the Borough of Broxtowe.

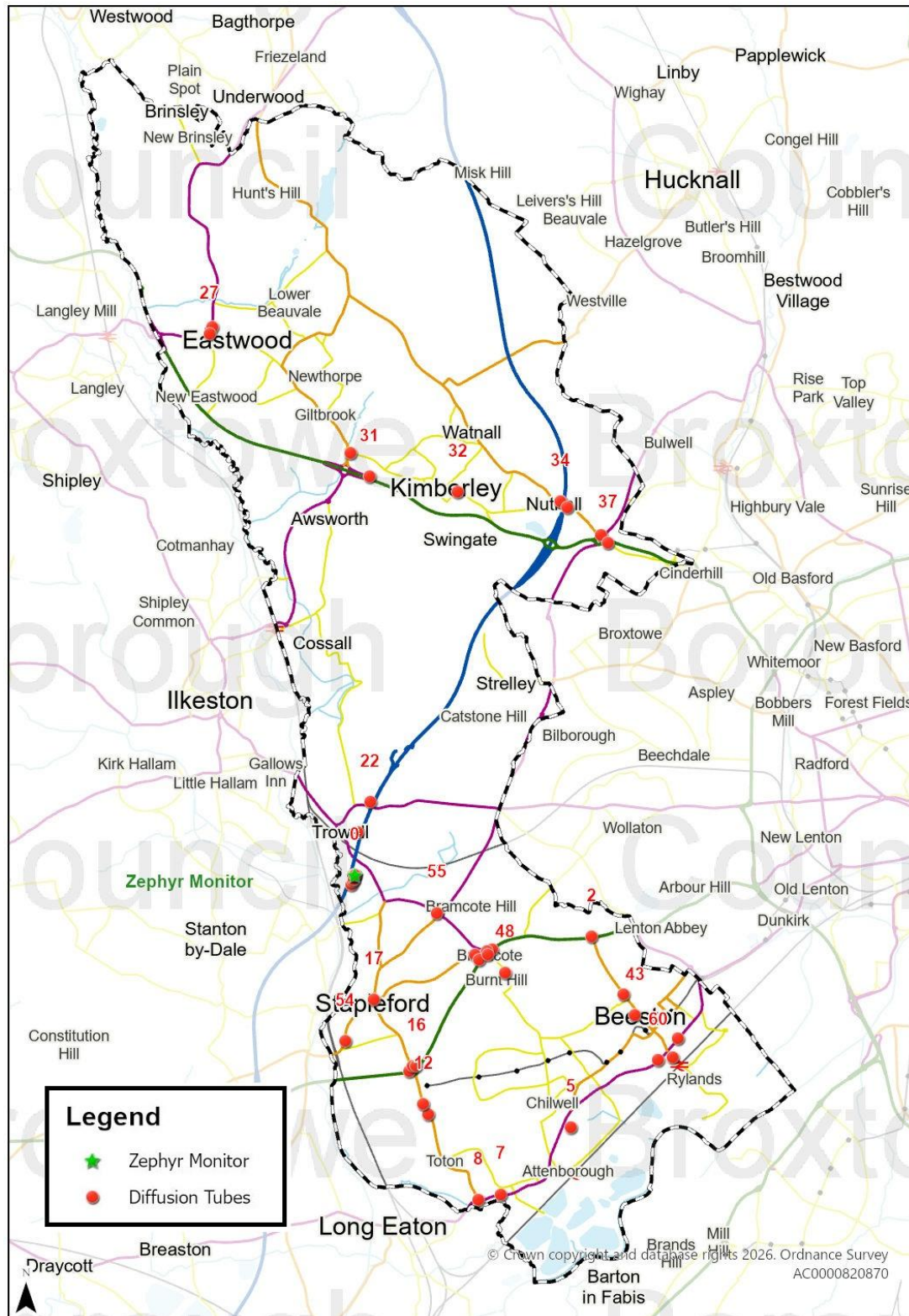


Figure D.1 – 2025 Diffusion Tube Locations and the location of the Zephyr Monitor.

Appendix E: Summary of Air Quality Objectives in England

Table E.1 – Air Quality Objectives in England³

Pollutant	Air Quality Objective: Concentration	Air Quality Objective: Measured as
Nitrogen Dioxide (NO ₂)	200µg/m ³ not to be exceeded more than 18 times a year	1-hour mean
Nitrogen Dioxide (NO ₂)	40µg/m ³	Annual mean
Particulate Matter (PM ₁₀)	50µg/m ³ , not to be exceeded more than 35 times a year	24-hour mean
Particulate Matter (PM ₁₀)	40µg/m ³	Annual mean
Sulphur Dioxide (SO ₂)	350µg/m ³ , not to be exceeded more than 24 times a year	1-hour mean
Sulphur Dioxide (SO ₂)	125µg/m ³ , not to be exceeded more than 3 times a year	24-hour mean
Sulphur Dioxide (SO ₂)	266µg/m ³ , not to be exceeded more than 35 times a year	15-minute mean

³ The units are in microgrammes of pollutant per cubic metre of air (µg/m³).

Glossary of Terms

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
ASR	Air Quality Annual Status Report
ATF	Active Travel Fund
AURN	Automatic Urban and Rural Network
BBC	Broxtowe Borough Council
BSIP	Bus Service Improvement Plan
CAZ	Clean Air Zone
COMEAP	Committee on the Medical Effects of Air Pollution
CV	Coefficient of Variation
Defra	Department for Environment, Food and Rural Affairs
Derv	Diesel Engine Road Vehicle
DCC	Derbyshire County Council
DCiC	Derby City Council
DfT	Department for Transport
D2N2	Local Enterprise Partnership for Derby, Derbyshire, Nottingham and Nottinghamshire
EMAQN	East Midlands Air Quality Network
EMCCA	East Midlands Combined County Authority
EU	European Union
EVCC	Electric Vehicle Cable Channels
EVI	Electric Vehicle Infrastructure

Abbreviation	Description
FDMS	Filter Dynamics Measurement System
FTZ	Future Transport Zones
GNSP	Greater Nottingham Strategic Plan
HGV's	Heavy Goods Vehicles
HS2	High Speed Train 2
HVO	Hydrotreated Vegetable Oil
ITSO	Integrated Transport Smartcard Organisation
LAQM	Local Air Quality Management
LAQM.PG(16)	LAQM Policy Guidance 2016
LAQM.TG(16)	LAQM Technical Guidance 2016
LCWIP	Local Cycling and Walking Infrastructure Plan
LEV	Low Emission Vehicles
LGA	Local Government Association
LGR	Local Government Reorganisation
LSTF	Local Sustainable Transport Fund
$\mu\text{g}/\text{m}^3$	Microgrammes of pollutant per cubic metre of air
MOT	Multi Operator Ticket in relation to travel on buses and trams
NEPWG	Nottinghamshire Environmental Protection Working Group
NET	Nottingham Express Transit
NCT	Nottingham City Transport
NH	National Highways
NHS	National Health Service
NO	Nitric Oxide
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides
NCiC	Nottingham City Council

Abbreviation	Description
NCC	Nottinghamshire County Council
O ₃	Ozone
OHID	Office for Health Improvement & Disparities used to be Public Health England
OLEV	Office for Low Emission Vehicles
OZEV	Office of Zero Emission Vehicles
PHOF	Public Health Outcomes Framework
PM	Particulate Matter
PM ₁₀	Airborne particulate matter with an aerodynamic diameter of 10µm (micrometres or microns) or less
PM _{2.5}	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
PT	Public Transport
PTP	Personalised Travel Planning
QA/QC	Quality Assurance and Quality Control
R&A	Review and Assessment
SAFED	Safe And Fuel-Efficient Driving
SEDBUK	Seasonal Efficiency of a Domestic Boiler in the UK
SO ₂	Sulphur Dioxide
SQPS	Statutory Quality Partnership Schemes
TEA	Triethanolamine
UK	United Kingdom
UKSPF	United Kingdom Shared Prosperity Fund
ULEVs	Ultra Low Emission Vehicles
WASP	Workplace Analysis Scheme for Proficiency
WHO	World Health Organisation
WPL	Workplace Parking Levy

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